



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**AC 21-2G**

**DATE** 7/9/92

*Obsolete  
Superseded  
by AC 21-271*

# **ADVISORY CIRCULAR**

## **EXPORT AIRWORTHINESS APPROVAL PROCEDURES**

**U.S. DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration  
Aircraft Manufacturing Division  
Washington, D.C.**



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# Advisory Circular

**Subject:** EXPORT AIRWORTHINESS APPROVAL  
PROCEDURES

**Date:** 7/9/92  
**Initiated by:** AIR-200

**AC No:** 21-26  
**Change:**

1. PURPOSE. This advisory circular (AC) contains special requirements submitted to the Federal Aviation Administration (FAA) by other governments.

2. CANCELLATION. AC 21-2F, Export Airworthiness Approval Procedures, dated August 7, 1987, is hereby canceled.

3. PRINCIPAL CHANGES.

a. Appendix 1, Sample Forms, has been updated to reflect revised forms.

b. Appendix 2, Special Requirements of Importing Countries, has been updated as follows:

(1) Special requirements have been added for Bangladesh.

(2) Special requirements have been revised for Australia, Brazil, Brunei Darussalam, Canada, Indonesia, Israel, Italy, Japan, the Republic of Korea, Netherlands, New Zealand, Pakistan, Saudi Arabia, Singapore, Spain, Sweden, Switzerland, the Republic of China (Taiwan), and the United Kingdom.

c. Appendix 3, FAA Aircraft Certification Offices responsible for Civil Aviation matters in other countries, has been revised to reflect updated addresses.

d. Summary of Bilateral Airworthiness Agreements (formerly appendix 4) has been deleted to avoid inconsistencies with AC 21-18, Bilateral Airworthiness Agreements.

e. Appendix 4, ICAO Member States, formerly appendix 5, has been revised to reflect updated listings.

4. FORMAT. The special requirements contained in appendix 2 are provided in their original format as submitted by each country. Therefore, incorrect format and nonconformance with the United States (U.S.) Government Printing Office Style Manual and FAA Directives may be noticed. For any assistance with interpretations, contact: FAA, Aircraft Manufacturing Division (AIR-200), 800 Independence Avenue, SW., Washington, D.C. 20591.



## 5. GENERAL.

a. This AC provides general information and guidance concerning issuance of export airworthiness approvals in accordance with Federal Aviation Regulations (FAR) Part 21, Subpart L, and sets forth an acceptable means, but not the sole means, for compliance with the FAR. Paragraphs 6 through 12 correspond with the FAR section under discussion.

b. Persons in the U.S. desiring additional information or advice on obtaining an export airworthiness approval may contact the nearest FAA Flight Standards District Office, Aircraft Certification Office, or Manufacturing Inspection District/Satellite Office. Persons in other countries importing U.S. aeronautical products or U.S. citizens located in other countries may contact the appropriate FAA Aircraft Certification Office listed in appendix 3.

c. The special requirements of the importing country referred to in FAR Part 21, Subpart L, include special conditions and/or additional requirements specified by the Civil Aviation Authorities (CAA) of the importing country. When conditions or additional requirements are imposed by importing countries, the FAA must certify compliance except as noted below:

(1) Special requirements are administrative requirements which must be satisfied as a condition of shipment at the time of export. For example, they may involve the requirement for a U.S. Export Certificate of Airworthiness, copies of logbooks, flight manuals, etc. When a product does not meet the special requirements of an importing country, a written statement must be obtained by the exporter from the CAA of the importing country, indicating they will accept the deviation. This statement must accompany each application for a U.S. Export Certificate of Airworthiness and FAA Form 8130-3, Airworthiness Approval Tag.

(2) Additional requirements are those found necessary by the importing country, in addition to the exporting country's certification or approval basis, to provide a level of safety and environmental quality equivalent to the importing country's certification basis. When these requirements cannot or will not be satisfied, the exporter must obtain a written statement from the CAA of the importing country indicating acceptance of the deviation. Exporters are encouraged to obtain information on additional requirements from the importing country CAA.

(3) Special conditions are airworthiness standards issued to cover novel and unusual design features that are not adequately covered by a country's applicable laws, regulations, or requirements. These special conditions should be included in the Type Certificate Data Sheets (TCDS) or Supplemental Type Certificates as applicable. Special conditions for U.S. type certifications are issued in accordance with FAR section 21.16. Exporters are encouraged to obtain information on special conditions from the importing country CAA.

**NOTE:** Appendix 2 refers to various importing country internal technical documents. These documents are not always available in FAA offices. In such cases, it will be necessary for interested parties to obtain these documents directly from the importing country's embassy.

d. FAA Form 8130-4, Export Certificate of Airworthiness, certifies compliance with applicable requirements but DOES NOT CONSTITUTE AUTHORITY TO OPERATE AN AIRCRAFT. Information and guidance concerning appropriate airworthiness certificates and/or flight permits are contained in AC 20-65, U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft.

6. FAR SECTION 21.323, ELIGIBILITY. Persons engaged in selling civil aircraft and related products, and other persons such as individual aircraft owners or operators, are eligible to obtain export airworthiness approvals for Class II and III products, provided all pertinent requirements are met. Due to limited FAA resources only manufacturers holding FAA production approvals, who have in their employ a designated representative of the Administrator, are eligible to obtain export airworthiness approvals for Class III products covered by their production approvals.

7. FAR SECTION 21.325, EXPORT AIRWORTHINESS APPROVALS.

a. This section covers all products which may be approved for export. Samples of export airworthiness approval forms are shown in appendix 1.

b. The date of issuance for an export airworthiness approval is the date the product was inspected by the FAA and found to comply with the pertinent requirements. An export airworthiness approval means that AS OF THE DATE OF ISSUANCE the product covered was found airworthy by the FAA and in compliance with the applicable requirements. In order to preclude complaints from other countries and subsequent investigations by the FAA, it is recommended that the U.S. exporter ensure the product is airworthy and meets the pertinent requirements when delivered to the importer.

8. FAR SECTION 21.327, APPLICATION. A sample of FAA Form 8130-1, Application for Export Certificate of Airworthiness, is shown in appendix 1. Part I of the application should be completed for Class I products, Part II for Class II products. Class II products being exported by production certificate holders do not require a written application. In these cases, oral application or request should be made to the appropriate FAA representative.

**NOTE:** Class I, II, and III products are defined in FAR Part 21, Subpart L.

a. Part I of FAA Form 8130-1 (For Class I Products).

(1) Export Certificate No. - Leave blank.

(2) Items 1 and 2 - Self-explanatory.

(3) Item 3 - Self-explanatory except for aircraft owned by a U.S. company being leased to a company in another country. Under these circumstances, obliterate the word "PURCHASER" and insert "LESSEE."

**NOTE: All requirements for export of a Class I product must be met, as applicable, including FAR 21.335(e).**

(4) Item 4 - Self-explanatory.

(5) Item 5 - Description of product(s) - Self-explanatory, except as follows:

(i) For an aircraft not under U.S. registry, insert in the Identification No. block the nationality and registration marks supplied by the country of registry or intended registry that are displayed on the aircraft. For U.S. registered aircraft, insert the identification marks as assigned under FAR Part 47. Any questions concerning the marking requirements of the importing country should be resolved between the exporter/importer and the CAA of that country.

(ii) Under FAA Spec. No., insert the pertinent specification number or the TCDS number, whichever is applicable.

(iii) For new and used aircraft, insert the operating hours since the annual type inspection required by FAR section 21.329 and total time in service. Since used aircraft engines and propellers which are not being exported as part of a certificated aircraft must have been newly overhauled in accordance with FAR section 21.329(e) to be eligible for export, the operating time since overhaul would reflect only run-in time as required to complete the overhaul process.

(iv) For aircraft, the blocks for engine and propeller should be completed to reflect the applicable information.

(6) Items 6 and 7. These items are self-explanatory; however, if the No box is checked, explain the deviations in Item 10 and attach the original or legible unaltered copy covering statements that the product will be acceptable with the deviations listed, as obtained from the CAA of the importing country.

(7) Item 8. This item provides a means of establishing a date the ownership of the Class I product is expected to pass to the purchaser.

(8) Item 9. This item provides a means of documenting the status of preservation and damage treatment as required by the type certificate (TC) holder's approved procedures.

(9) Item 10. This space is used to convey the information required under items 6 and 7. This space may also be used by the exporter to convey any other information pertinent to facilitate issuance of the export airworthiness approval. Documentation required to be submitted with the application should be listed and additional sheets may be attached and cross-referenced as necessary. After review by the FAA representative, documents required to be furnished to the importing country under FAR section 21.335 will be returned to the applicant.

(10) Item 11. This certification is to be dated and signed in ink by the exporter with the name of the person signing the application typed or printed below. If the person signing the application is the exporter's representative, insert the representative's title in the space provided.

b. Part II of FAA Form 8130-1 (for Class II products).

(1) Items 12 through 14. Self-explanatory.

(2) Item 15. Insert the make and model of the aircraft, aircraft engine, or propeller on which the Class II products (parts) are eligible for installation, and the FAA specifications or TCDS applicable to such aircraft, aircraft engine, or propeller.

(3) Item 16. Self-explanatory.

(4) Item 17. This provides for a description and listing of the Class II products being exported. If the quantity and variety of the parts are too voluminous to list in the space provided, check the second block, and on the line provided, specifically identify (and attach) a copy of the exporter's shipping document covering the parts concerned. Otherwise, check the first block and list the parts in the space provided. In either case, if more than one type of Class II products are involved, they are to be listed according to the Class I product to which they pertain. Also, list serial numbers or any other equivalent means of identifying each physical product. If no serial number or equivalent is available, place N/A after the listed part number.

(5) Item 18. This item is self-explanatory; however, if the No box is checked, explain the noncompliance in item 10 and attach the written confirmation of deviation acceptance from the CAA of the importing country.

(6) Item 19. This item provides a means of documenting the status of preservation and damage treatment as required by the TC holder's approved procedures. It is recommended that all products be appropriately treated for corrosion and damage prevention.

(7) Item 20. This certification is to be dated and signed in ink by the exporter with the name of the person signing the application typed or printed below. If the person signing the

application is the exporter's representative, insert the representative's title in the space provided.

9. FAR SECTION 21.329, ISSUE OF FAA FORM 8130-4, EXPORT CERTIFICATE OF AIRWORTHINESS, FOR CLASS I PRODUCTS. Under the provisions of this section, an aircraft of U.S. manufacture need not possess a standard or restricted airworthiness certificate, but it is required to meet the requirements for such a certificate, including registration. Conversely, an aircraft manufactured by a non-U.S. manufacturer is required to be appropriately registered and possess a valid U.S. Standard Airworthiness Certificate issued under the provisions of FAR section 21.183(c).

10. FAR SECTION 21.331, ISSUE OF FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG, FOR CLASS II PRODUCTS. Class II products should be identified by means of serial numbers or any other equivalent means of identifying each physical product. If no serial number or equivalent is available place N/A after the listed part number. This is to provide for positive identification of each product covered by the export airworthiness approval similar to that provided for Class I products. Additionally, the exporter should establish a numbering system for traceability which cross-references the serial number(s) and product(s) being shipped.

11. FAR SECTION 21.335, RESPONSIBILITIES OF EXPORTERS.

a. When title to a U.S. registered and certificated aircraft passes to a purchaser in another country, FAR section 21.335 requires the exporter to:

(1) Request cancellation of the U.S. registration and airworthiness certificates, giving the date of title transfer, the name and address of the new owner;

(2) Return the registration and airworthiness certificates to the FAA; and

(3) Submit a statement certifying the United States' identification and registration marks have been removed from the aircraft in compliance with FAR section 45.33.

b. The information required in paragraph 11a should be submitted to the following address:

Federal Aviation Administration  
Aircraft Registration Branch, AVN-450  
P.O. Box 25504  
Oklahoma City, OK 73125

c. Showing that products meet the requirements of FAR sections 21.329, 21.331, and 21.333 carries with it the responsibility of making the products available to the FAA representative for any inspection considered necessary. Inspection

will consist of a review of written applications and related documents, and an inspection of the finished product to determine its eligibility, proper identification, configuration, condition for safe operation, and compliance with importing country special requirements. It should be noted that a finding of conformance is extremely difficult, if not impossible, without the manufacturers design and manufacturing data. A product not meeting the requirements of FAR sections 21.329, 21.331, and 21.333 may be exported if the importing country's CAA indicates acceptance in writing, with a copy of the letter attached to the FAA Form 8130-3. Requirements that are not met should be listed or referenced on FAA Form 8130-4 in the Exceptions block, and referenced on FAA Form 8130-3, as applicable.

12. FAR SECTION 21.339, SPECIAL EXPORT AIRWORTHINESS APPROVAL FOR AIRCRAFT. When aircraft are exported under the provision of FAR section 21.339, and title of the aircraft has passed to a purchaser from another country, the exporter is to comply with FAR section 21.335(e) (reference paragraph 11a and b of this AC).

13. DETERMINATION OF NEW, NEWLY OVERHAULED, AND USED PRODUCTS.

a. The regulations do not define new or used products. However, there are requirements that are pertinent to both new and used in the regulations and in the special requirements of certain countries.

b. Aircraft engines or propellers not installed, and exported without any previous time in service are considered new.

c. An aircraft may be considered new as long as its ownership is retained by the manufacturer or dealer and there is no intervening private owner, lease or time sharing arrangements, and the aircraft has not been used in any pilot training school and/or air taxi operation. An aircraft is still considered new regardless of the amount of operating time logged by the manufacturer or dealer when:

(1) The aircraft has been maintained in accordance with the maintenance provisions of FAR Part 43 as applicable; and

(2) The application for the Export Certificate of Airworthiness reflects the serial number of the aircraft and the total number of operating hours accumulated. The aircraft engine(s) and propeller(s) should also be identified by serial numbers followed by the total number of operating hours of each and the total elapsed time since the last 100 hour/annual inspection, if such inspection has been accomplished; and

(3) The U.S. Export Certificate of Airworthiness reflects the information required by paragraph 13c(2) of this AC.

d. Under FAR section 21.321, the words newly overhauled (when used to describe a product) means that the product has not been operated or placed into service except for functional testing since

having been overhauled, inspected, and approved for return to service in accordance with the applicable FAR. Class II or Class III products eligible for export approval may only be new or newly overhauled.

**NOTE:** Although newly overhauled products technically are used, in order to distinguish between products eligible for FAA Form 8130-3, the terms new and newly overhauled are prescribed in FAR Part 21 Subpart L. Any products which are not **NEW** or **NEWLY OVERHAULED** are considered **USED**.

e. If for any reason the previously listed information results in controversy or is contrary to existing special requirements, the issue is to be settled between the exporter, importer, and the CAA of the importing country.

#### 14. RESPONSIBILITY FOR ISSUANCE AND REVISION.

a. The issuance, revision, or cancellation of material in this AC is the responsibility of the FAA, Aircraft Manufacturing Division (AIR-200). Future changes will be issued as required to carry out the responsibility of the FAA. Interested persons are invited to submit recommendations for revisions or new material to keep this AC current.

b. Proposed material for inclusion in this AC should be forwarded to:


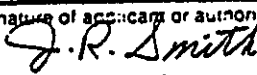
Federal Aviation Administration  
Aircraft Manufacturing Division, AIR-200  
800 Independence Avenue, SW.  
Washington, DC 20591

c. Information submitted should clearly identify the substance of the material. The CAA of other countries should submit new material or revisions to special requirements in English wording and format to meet the intent of their requirements.



M. C. Beard  
Director, Aircraft Certification Service

## APPENDIX 1 - SAMPLE FORMS

 <b>APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS</b>				<b>FORM APPROVED:</b> O.M.B. No. 2120-0018		
				<b>Export Certificate No.</b> E30016		
<b>INSTRUCTIONS</b> — This application is to be submitted to an authorized FAA representative (one copy) when the product(s) to be exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute items 1 through 11 as applicable. For engines and propellers, omit item 5A. Part III is for FAA use only.						
<b>Part I — APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS (Complete items 1-11)</b>						
1. Application is made for an export certificate of airworthiness to cover the product(s) described below which is (are): <input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED (Aircraft) <input type="checkbox"/> NEWLY OVERHAULED						
2. Name and address of exporter  ABC Airplane Corporation Cleveland, Ohio 44111			3. Name and address of foreign purchaser  Tokyo News Service Tokyo, Japan		4. Country of destination  JAPAN	
5. Description of product(s)						
Type (a)	Make and model (b)	Identification No.	Serial Nos. (c)	FAA Spec. No. (d)	Operating time (Hours) (e)	
					Since overhaul	Total
A. AIRCRAFT	ABC Airplane Corp. Model C-5	JA-VOX	2468	6A17		51
B. ENGINES	AIRECO Model IO-470-2	(L/H)	18976	E-88		50
		(R/H)	18978			51
C. PROPELLERS	Senhart Hub Model: SC-82XK-2 Blade Model: X8498C-2	(L/H)	21375	P-99		50
		(R/H)	21412			51
6. Does the product comply with all applicable Federal Aviation Regulations, Airworthiness Directives, and other FAA requirements? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO (Explain in "Remarks")						
7. Have applicable special requirements of the importing country been complied with? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO (Explain in "Remarks")						
8. Date title passed or is expected to pass to foreign purchaser:    October 30, 1991						
9. For overseas shipment, preservation and packaging methods used to protect product(s) against corrosion and damage (List Spec. No. or Title):  Effective duration of above methods: Not applicable to Fly-away delivery.						
10. Remarks    The aircraft described above complies with all applicable FAA requirements, except that a temporary auxiliary fuel system has been installed for the delivery flight.  Documents required by FAR 21.327, as applicable, are provided herewith.  Total Time since annual/100 hour inspection: Aircraft            2 hours Engine(s)        2 hours (L/H) S/N 18976, 2 hours (R/H) S/N 18978. Propeller(s)      2 hours (L/H) S/N 21375, 2 hours (R/H) S/N 21412.						
11. EXPORTER'S CERTIFICATION — The undersigned certifies that the above statements are true and that the product(s) described herein is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks." above.						
Signature of applicant or authorized representative  J. R. Smith			Title  Sales Manager		Date  October 30, 1991	

FAA Form 8130-1 (11-88) Supersedes Previous Edition

Figure 1. Completed FAA Form 8130-1, Application for Export Certificate of Airworthiness - For Use with Class I Products



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PART II -- APPLICATION FOR APPROVAL OF AERONAUTICAL PARTS (Complete items 12-20)		
12. Name and address of exporter  ABC Airplane Corporation Cleveland, Ohio 44111	13. Name and address of foreign purchaser  Aviation Supplies Ltd. London, England	14. Country of destination  United Kingdom
15. Parts are eligible for installation on _____	Make and model Class I product ABC Airplane Model C-5	FAA Spec. No. 6A17
15. The parts are (check one) _____ <input checked="" type="checkbox"/> NEW <input type="checkbox"/> NEWLY OVERHAULED		
17. The parts are described (Check one) <input checked="" type="checkbox"/> Below by name, part number, and quantity <input type="checkbox"/> On the attached invoice or packing sheet, by name, part number and quantity _____		Invoice/packing sheet No.
Name (a)	Part number (b)	Quantity (c)
Aileron	A-456-4 (S/N 113 and 114)	2 ea.
Elevatory Assy.	A-789-2A (S/N 285 and 290)	2 ea.
18. Have applicable special requirements of the importing country been complied with? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO (Explain in item 10 "Remarks")		
19. Preservation and packaging methods used to protect parts against corrosion and damage (List Spec. No. or Title).  Effective duration of above methods: ABC Airplane Corporation Specification #44, (Preservation-corrosion).		
20. EXPORTER'S CERTIFICATION—I certify that the foregoing statements are true and that the parts described herein are airworthy, conform to FAA approved design data, and are in condition for safe operation except as may be noted in item 10 "Remarks"		
Signature of applicant or authorized representative <i>J. R. Smith</i> J. R. Smith	Title Sales Manager	Date October 30, 1991
Part III -- APPROVAL (FOR FAA USE ONLY)		
21. It is considered that the product(s) described in Part I or Part II is (are) airworthy and conform(s) to pertinent requirements except as noted in item 10. (Check one) _____ <input type="checkbox"/> Part I <input type="checkbox"/> Part II		
Signature	Number	Date
(Check one) _____ <input type="checkbox"/> OMIR <input type="checkbox"/> DAR <input type="checkbox"/> DELEGATION OPTION MFR. <input type="checkbox"/> FAA INSPECTOR		
22. Give quantity of approval tags, FAA Form 8130-3, issued for the parts described in Part II. _____		Quantity
23. EXPORT FILE SPOT-CHECKED BY:		
FAA Supervising Inspector	D.O. No.	Date

Figure 2. Completed FAA Form 8130-1, Application for Export Certificate of Airworthiness - (Reverse Side) For Use with Class II Products

The United States of America  
Department of Transportation  
**Federal Aviation Administration**  
Washington, D.C.

No. E30016

## Export Certificate of Airworthiness

*This certifies that the product identified below and more particularly described in Specification (s) of the Federal Aviation Administration, Numbered 6A17, E88, and P99 has been examined and as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.*

Product: Airplane

Engine Model

AIRECO IO-470-2

Manufacturer: ABC Airplane Corp.

Serial Nos. 18976 and 18978

Total Time 50 hrs. and 51 hrs.

Model: C-5

Serial No.: 2468

Propeller Model:

Senhart SC-82XK-2 hub with

X8498C-2 blades, Hub Serial

Nos. 21375 and 21412.

Total Time 50 hrs. and 51 hrs.


New ☒ Newly Overhauled ☐Used Aircraft ☐

Country to which exported: Japan

**Exceptions:** A temporary auxiliary fuel system has been installed in this aircraft in conformity with ABC Drawing AF-1 to facilitate its delivery flight. This certificate is valid when the temporary installation is removed.

### Total Time since annual/100 hour inspection

Aircraft	2 hours
Engine(s)	2 hours (L/H) S/N 18976, 2 hours (R/H) S/N 18978.
Propeller(s)	2 hours (L/H) S/N 21375, 2 hours (R/H) S/N 21412.



J. R. Smith, FAA Delegation Option Authorization

Signature of Authorized Representative

October 1, 1991

Date



ABC Airplane Corp. (PC75)

District Office or Designee Number

<sup>1</sup> For complete aircraft, list applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine, and propeller. Applicable specifications or Type Certificate Data Sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

Figure 3. Completed FAA Form 8130-4, Export Certificate of Airworthiness - Issued for Class I Products

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1. Country <b>UNITED STATES</b>		2.  <b>AIRWORTHINESS APPROVAL TAG</b>		3. Certificate Ref. No.	
4. Organization ABC MANUFACTURING CO. 13976 WEST 47th ST. SAINT LOUIS, MO 31400		5. Work Order/Contract/Invoice W.O. # 108432			
6. Item	7. Description	8. Part No.	9. Eligibility*	10. Qty.	11. Serial/Batch No.
1	NOSE WHEEL WELL, JUNCTION BOX ASSY.	159AV10170-1	G159	1	S/N 64532
2	MAIN GEAR DOWNLOCK CYLINDER ASSY.	159H1305-1	G-159	1	S/N 3867
3	TIRE TYPE III, 8 PLY RATING	6.50X8	TSO-C62	1	S/N 87-1603
12. Status/Wrk NEW NEWLY OVERHAULED NEW					
13. Remarks ITEM 2 - A.D. 88-XX-XX C/W T.S.O. -0 T.S.N.-1345 SEE ATTACHED MAINTENANCE RELEASE					
14. New Parts: Certifies that the part(s) identified above except as otherwise specified in block 13 was (were) manufactured in accordance with the airworthiness regulations of the stated country and/or in the case of parts to be exported with the approved design data and with the notified special requirements of the importing country.		15. Used Parts: Certifies that the work specified above except as otherwise specified in block 13 was carried out in accordance with the airworthiness regulations of the stated country and the notified special requirements of the importing country and in respect to that work, the part(s) is (are) in condition for safe operation and considered ready for release to service.			
16. Signature  J. R. SMITH A.S.I.		19. Issued by or on behalf of the Federal Aviation Administration. CE PSDO 03			
17. Name (typed or printed) J. R. SMITH A.S.I.		18. Date 10/1/91			

\* Cross-check eligibility for more details with parts catalog

FAA Form 8130-3(9-88)

Figure 4. Completed FAA Form 8130-3, Airworthiness Approval Tag -  
Issued for Class II Products

APPENDIX 2 - SPECIAL REQUIREMENTS OF IMPORTING COUNTRIES

1. This appendix contains special requirements which have been stipulated by a number of governments as being applicable to aeronautical products imported into their countries from the United States. Revisions of the appendix will be made from time to time following receipt of official notification and documentation from the governments concerned.
2. The material in appendix 2 is quoted from the requirements submitted by import countries, therefore, changes were not made to conform to the Government Printing Office Style Manual or FAA directives. Where the FAA added information for clarification, the information is enclosed in double brackets.
3. The following governments have filed their requirements with the Federal Aviation Administration.

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## REPUBLIC OF ARGENTINA - SPECIAL REQUIREMENTS

(Revised January 30, 1976)

1. In order to be eligible for certification by the Argentine Government, Class I aeronautical products must be covered by Export Certificates of Airworthiness as provided for in Part 21 of the United States Federal Aviation Regulations. Complete aircraft (new or used) to be registered in the Argentine Republic will require the following documents:

- a. Export Certificate of Airworthiness, FAA Form 8130-4.
- b. Record of aircraft and engines, including logbooks.
- c. Copy of the Airplane Flight Manual (AFM) approved by the Federal Aviation Administration written in accordance with the guidelines contained in International Civil Aviation Organization Circular 65-AN/59. The basic sections of the manual may include I - General, and must include II - Operations Limitations, III - Normal Operating Procedures, IV - Emergency Procedures, V - Performance, and VI - Weight and Balance.

(1) In the case of airplanes certificated in the transport category, this flight manual may be in either English or Spanish.

(2) In the case of airplanes certificated in the normal utility, acrobatic and restricted categories, this flight manual must be written in Spanish, and in addition, must include the following:

(i) Appendix I. A listing of all engines and propellers and all combinations thereof approved for use on the airplane.

(ii) Appendix II. Supplements to Airplane Flight Manual.

(iii) Appendix III. A list of manual revisions incorporated.

(iv) Annex. Three blank pages labeled "Reserved for Aircraft Inspector."

- d. Copy of the weight and balance report and equipment list.

e. Major Repair and Alteration Form, FAA Form 337, or equivalent, if repairs and/or alterations have been accomplished on the exported aircraft.

2. Class II and Class III products shall be exported in accordance with the provisions prescribed in Part 21 of the United States Federal Aviation Regulations.

COMMONWEALTH OF AUSTRALIA - SPECIAL REQUIREMENTS

(Revised March 1991)

SECTION 1 - INTRODUCTION. A bilateral agreement between Australia and the United States (U.S.) came into effect by the Exchange of Notes in December 1974 and June 1975 and superseded the agreement of 1959 relating to the reciprocal acceptance of aeronautical products. The manner in which this agreement will be implemented is described below.

A. Administration and Procedures.

(1) The procedures which must be followed to obtain Australian import certification are dealt with in the current issue of Part 100 of Australian Civil Aviation Orders (CAO's).

(2) A U.S. Export Certificate of Airworthiness for export to Australia (or agreed alternative) with pertinent data will be required in connection with any Class I product and engine modules exported from the United States to Australia. Class II and Class III products to be eligible for installation on certificated civil aircraft registered in Australia must be processed in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations. The requirement for an Export Certificate of Airworthiness for an aircraft exported to Australia may be waived on production, to the Australian CAA delegate, of:

(i) documentary evidence that the aircraft was registered in a Contracting State and that a standard Certificate of Airworthiness in accordance with ICAO Annex 8 was in force in respect of the aircraft at the time of export from the Contracting State;

(ii) certification by the holder of an appropriately rated Certificate of Approval that the aircraft has been inspected in accordance with manufacturer's instructions for continued airworthiness to the extent necessary to establish that the aircraft is satisfactory for the issue of an Australian Certificate of Airworthiness; and

(iii) certification, made in relevant log books by the Certificate of Approval holder that, following an inspection of the aircraft, including its engine(s), made by the holder of an appropriately rated Certificate of Approval, compliance has been verified with the relevant Type Certificate Data Sheet and applicable Supplemental Type Certificates and all modifications comply with the applicable design standards.

(3) Where the issue of an Export Certificate of Airworthiness is relevant, the certificate shall be issued within a period of 90 days or 50 operating hours, whichever is the lesser period, immediately preceding the date of application for Australian certification or validation, as appropriate, except as otherwise

acceptable to Australia in a particular case. The Export Certificate of Airworthiness shall be accompanied by a document (e.g., aircraft logbook), furnished by the applicant, which contains entries identifying those applicable FAA Airworthiness Directives (AD's) with which compliance has been achieved. This document shall also identify those AD's containing repetitive compliance requirements, and when compliance is next due to be satisfied. All applicable FAA AD's must have been complied with prior to issuance of the U.S. Export Certificate of Airworthiness.

(4) The applicant for a U.S. Export Certificate of Airworthiness is also responsible for satisfying all other Australian Special Requirements (identified in Section 2), as appropriate, for the particular product being exported to Australia and all applicable sections of FAR 21, Subpart L, before the U.S. Export Certificate of Airworthiness can be issued.

(5) Copies of CAO's may be perused at the various aircraft certification or regional offices of the Federal Aviation Administration, or may be obtained by mail from the Civil Aviation Authority Publication Centre, P.O. Box 1986, Carlton South, Victoria, 3053, Australia, Facsimile No. 61-3-3474407.

#### B. Acceptance of Aircraft.

(1) Prior to issue of a Certificate of Airworthiness to an aircraft exported to Australia, the aircraft must be of a type and model as defined on the FAA Type Certificate Data Sheet or Specification that either:

(a) has previously been issued with a Certificate of Airworthiness by the Australian authority; or

(b) is the subject of a Certificate of Type Approval issued by the Civil Aviation Authority of Australia.

(2) The Civil Aviation Authority may require documents other than the FAA Type Certificate and Type Certificate Data Sheet to be supplied for continuing airworthiness control purposes prior to issue of the first Australian Certificate of Airworthiness on a new type or model. Design familiarization for technical specialists may also be required for the same reason.

(3) Compliance with Australian Air Navigation (Aircraft Noise) Regulations is required. Subsonic jet aircraft added to the Australian register after January 1, 1991, will not be permitted to operate unless they meet ICAO Chapter 3 noise standards.

#### C. Acceptance of Engines, Auxiliary Power Units, and Propellers.

(1) Aircraft engines, auxiliary power units, and propellers which are exported to Australia as spares, i.e., not as parts of a particular aircraft, to be eligible for use on Australian aircraft



must comply with the type design, be new or newly overhauled as defined in Part 21 of the United States FAR's and have a relevant logbook. Before installation in, or fitment to, an aircraft in Australia, such products are required to conform with any applicable Australian Airworthiness Directives.

(2) A U.S. Export Certificate of Airworthiness will be accepted as evidence that an engine or propeller conforms with the type design and is either new or newly overhauled as the case may be.

(3) Engines and propellers need not incorporate modifications or manufacturers service documents made mandatory by Australian AD's prior to export of the product to Australia. However, since it may be difficult to determine in Australia whether the product complies with the mandatory documents, information as to the modification status of a particular product would be of help to the Australian user. An appropriate statement, either in a logbook or separately issued by the person or organization issuing the U.S. Export Certificate of Airworthiness or appropriate certification document, will be accepted as evidence of the modification status.

#### D. Acceptance of Appliances and Components.

(1) Items classified as Class II and Class III products by FAR 21 (Subpart L, Section 21.321) and which are exported to Australia as spares, i.e., not as parts of a particular aircraft, must conform to the type design and must be new or newly overhauled as defined in FAR 21 in order to be eligible for use on Australian aircraft. Before installation in, or fitment to, an aircraft in Australia, such products are required to conform with any applicable Australian Airworthiness Directives.

(2) An Airworthiness Approval Tag, FAA Form 8130-3, issued in accordance with the requirements of FAR 21, or other document specified in CAO's Part 100\* or otherwise specified or approved by the CAA, will be accepted as evidence that the products conform with the type design and are either new or newly overhauled.

(3) Products need not incorporate modifications or manufacturer's service documents made mandatory by Australian Airworthiness Directives. However, since it may be difficult to determine in Australia whether the product complies with the mandatory documents, information as to the modification status of a product would be of help to the Australian user. A statement by the person issuing the airworthiness approval tag or alternative document will be accepted as evidence of the modification status of the products.

\*Documents specified in CAO's Part 100 for this purpose are detailed in Section 2, Special Requirements (paragraph c).

E. Restricted and Limited Category Aircraft. Aircraft certificated in the United States only in the Restricted Category could be eligible for export to and certification in Australia in the Agricultural Category in accordance with Section 101.17 of the CAO's. Aircraft certificated in the United States only in the Limited Category will not normally be eligible for certification in Australia.

SECTION 2 - SPECIAL REQUIREMENTS. The following identifies those special administrative requirements which must be satisfied at the time of export, for a particular product to be eligible for Australian airworthiness acceptance.

A. Aircraft, First of a Particular Type or Model.

(1) An Export Certificate of Airworthiness may be issued when the aircraft complies with FAA requirements.

(2) An Australian Certificate of Airworthiness will, however, only be issued after issue of an Australian Certificate of Type Approval, flight manuals have been submitted and approved, all maintenance publications have been received and compliance with Civil Aviation Order Section 100.2 established.

(3) FAA approved Supplemental Type Certificates (STC) are now automatically acceptable in Australia. STC's must be listed on the Export Certificate of Airworthiness and any required Flight Manual Supplements will be required to comply with Australian requirements and be approved by the Australian CAA prior to issue of an Australian Certificate of Airworthiness.

(4) Applicants for first-of-type acceptance of aircraft in the Transport Category should anticipate being expected to comply with an Australian Maintenance Requirements Document.

B. Aircraft Not First of a Particular Type or Model.

(1) An Export Certificate of Airworthiness may be issued when the aircraft complies with FAA requirements.

(2) The documents and data required by the CAO's to be supplied to the CAA need only appertain to the individual aircraft (not to the type or model). Two copies of the Flight Manual are required to be submitted to the CAA prior to the issue of an Australian Certificate of Airworthiness.

C. Aircraft Products and Components.

(1) In the case of FAA Class I products. A United States of America, Federal Aviation Administration Form 8130-4 (Export Certificate of Airworthiness);

(2) In the case of FAA Class II products. A United States of America, Federal Aviation Administration Form 8130-3 (Airworthiness Approval Tag);

(3) In the case of FAA Class III products.

(i) A United States of America, Federal Aviation Administration Form 8130-3 (Airworthiness Approval Tag); or

(ii) A Technical Standard Order (TSO) authorization granted under United States of America, Federal Aviation Regulations Part 21, Subpart O; or

(iii) A document issued by the manufacturer of the component and which contains a certification to the effect that the component was manufactured under;

(a) A Production Certificate granted under United States of America, Federal Aviation Regulations Part 21, Subpart G; or

(b) An FAA Parts Manufacturing Approval (PMA) granted under United States of America, Federal Aviation Regulations Part 21, Subpart K.

(4) In the case of any aircraft component. A document issued by an FAA Certificated Repair Station and which quotes the certificate number issued to that Repair Station under United States of America, Federal Aviation Regulations, Part 145.

NOTE: Class I, II, and III are defined in United States of America, Federal Aviation Regulations, Part 21, Subpart L, Section 21.321.

SECTION 3 - VALIDATION. The CAA has the facility to validate a U.S. Certificate of Airworthiness or Export Certificate of Airworthiness, for the purposes of aircraft delivery to Australia, if the applicant wishes to place the aircraft on the Australian Register of Aircraft, but does not wish that an Australian Certificate of Airworthiness be issued for such delivery. A Flight Manual validation certificate will normally be processed at the time of validation certificate processing. Particular restrictions are applied to flight on a validated foreign Certificate of Airworthiness.

## PEOPLE'S REPUBLIC OF BANGLADESH - SPECIAL REQUIREMENTS

(Revised July 6, 1989)

1. INTRODUCTION.

1.1 To be eligible for certification by the Government of the People's Republic of Bangladesh, all Class I, II, and III products should be issued export Certificate of Airworthiness or Export Airworthiness Approvals in accordance with the provisions of Subpart L of Part 21 of the Federal Aviation Regulations.

1.2 All correspondence regarding Registration and Certification of civil aircrafts should be address to:

AIRWORTHINESS & ENGINEERING LICENSING DIVISION  
CIVIL AVIATION AUTHORITY OF BANGLADESH  
HEADQUARTERS  
ZIA INTERNATIONAL AIRPORT  
KURMITOLA  
DHAKA-1206  
BANGLADESH

AFTN: VGHQYAYL

2. DOCUMENTS AND ADDITIONAL REQUIREMENTS.

2.1 In addition to the foregoing, one copy of the following documents/materials shall be furnished by the Manufacturer to the Chairman CAAB and also the subsequent revisions.

A. NEW AIRCRAFT (DOCUMENTS AND RECORDS).

- (a) Type Certificate.
- (b) Type Certificate Data Sheet.
- (c) Supplemental Type Certificate (if any).
- (d) Complete list of Service Bulletins incorporated in the production version of the aircraft.
- (e) List of Customer requested modifications incorporated.
- (f) Aircraft, Engine, Propeller, and APU log book with total time in service.
- (g) A list of the defects, if any, at the time of issue of the Export Certificate of Airworthiness which will require rectification by the Operator.
- (h) List of all service bulletins incorporated on the aircraft, engine, propeller, and appliances as applicable.

(i) Compliance status of all one time Airworthiness Directives (AD), AD amendment number, date or time of compliance, as applicable.

(j) Compliance status of all recurrent AD's stating the time or date of compliance and next due time or date when compliance with the AD is required.

(k) List of all not applicable AD's with brief reason for non-applicability.

(l) List of all published applicable AD's which has not been complied at the time of delivery of the aircraft, as the compliance date or time is not yet due.

(m) A copy of the current major alteration to each airframe, engine, propeller, rotor, and appliances as applicable.

(n) Time/Life limitation of the aircraft (if any).

(o) List of all applicable components or parts by serial number which have HT or retirement life or OC maintenance process along with total time in service.

(p) Equipment List and Weight and Balance Report.

(q) Flight Test Report.

B. NEW AIRCRAFT (MANUALS REQUIRED).

(a) Maintenance Review Board program where applicable.

(b) Aircraft Maintenance Planning Document or recommended Maintenance Schedule.

(c) Maintenance Manual.

(d) Flight Manual.

(e) Operating Manual.

(f) Master Minimum Equipment List.

(g) Aircraft Service Bulletin.

(h) Engine Service Bulletin.

(i) Propeller Service Bulletin.

C. OLD/USED AIRCRAFT.

In addition to the information referred to above (paragraph 2A and 2B) the following is also required for used aircraft:

(a) A complete history of the aircraft, engine components, and equipment including:

(i) The number of the landings and pressurization cycles where the aircraft is subject to mandatory life limitations.

(ii) The maintenance program to which the aircraft have previously been maintained.

(b) The flight time, since new, of any components of the aircraft, engines, or equipment which are subject to mandatory life limitations.

(c) The flight time, since new or overhaul, as appropriate of any components of the aircraft, engines, or equipment which are subject to an approved overhaul period.

(d) Details of all changes of major structural components such as wings, tailplanes, helicopter rotor, or transmission components and histories of the replaced components.

(e) Details of major structural repairs including the nature of damage in each case.

D. AIRCRAFT.

(a) Export Certificate of Airworthiness (FAA Form 8130-4) issued not earlier than 30 days before the date of export to Bangladesh.

E. AIRCRAFT PARTS.

(a) Airworthiness Approval Tag (FAA Form 8130-3).

(b) Compliance with FAR 21 (Subpart L).

F. ENGINE/PROPELLERS.

(a) Export Certificate of Airworthiness (FAA Form 8130-4).

(b) Compliance with FAR 21 (Subpart L).

(c) Statement of Service Bulletins complied with.

G. ENGINE/PROPELLER PARTS.

(a) Airworthiness Approval Tag (FAA Form 8130-3).

(b) Compliance with FAR 21 (Subpart L).

H. COMPONENTS.

- (a) Airworthiness Approval Tag (FAA Form 8130-3).
- (b) Compliance with FAR (Subpart L).
- (c) Statement of Service Bulletins complied with.

I. APPLIANCES.

- (a) Airworthiness Approval Tag (FAA Form 8130-3).
- (b) FAA Certificate of Conformity.

3. EXPORT-FLYWAY AIRCRAFT (NEW OR USED).

(a) An aircraft which is being exported to Bangladesh shall display the Bangladesh nationality and Registration Marks and shall carry on the delivery flight.

- (b)
  - i. Bangladesh Certificate of Registration.
  - ii. Bangladesh Certificate of Airworthiness (Provisional).
  - iii. Bill of Sale or conditional sales contract.
  - iv. Insurance Certificate.
  - v. Radio Station License.
  - vi. Import Permit.
  - vii. Export Certificate of Airworthiness.
  - viii. Such other documents as may be essential to the safe operation of the aircraft.

KINGDOM OF BELGIUM - SPECIAL REQUIREMENTS

(Revised January 24, 1979)

1. INTRODUCTION. This document prescribes requirements supplementing the Agreement on the reciprocal acceptance of Export Certificates of Airworthiness. It is based on the Bilateral Agreement between the Governments of the United States and Belgium of May 14, 1973.

2. GENERAL.

2.1. Aircraft and other Class I products to be eligible for export to Belgium must, in addition to the requirements prescribed in Part 21, Subpart L of the U.S. Federal Aviation Regulations, be eligible for airworthiness certification in the United States "Standard" classification and comply with the applicable additional requirements under paragraph 4 of this document.

2.2. Class II and III products to be eligible to export to Belgium must comply with the applicable provisions of Part 21, Subpart L of the U.S. Federal Aviation Regulations.

3. DOCUMENTS AND DATA REQUIRED. When an aircraft is exported to Belgium, the documents listed below must be provided to the Belgian Civil Aeronautics Administration:

3.1. For each individual new aircraft:

1. The FAA Export Certificate of Airworthiness issued no longer than 60 days before the date the aircraft is entered into Belgium;

2. The weight and balance report containing a complete inventory of all equipment and instruments;

3. A list of radio communication and navigation equipment installed, including make and model, capacity, frequencies, and operating instructions.

4. The FAA approved flight manual. A pilot's operating handbook or similar manual will be provided when no approved flight manual is required by the FAA.

5. The list of modifications that have been incorporated during production for the airframe, the engine(s), the propeller(s), and the major equipment and components (such as APU).

6. A copy of the manufacturer production flight test report applying to the aircraft being operated.



3.2. For each individual used aircraft. In addition to the documents listed in paragraph 3.1, the following technical data are required:

1. The certified logbooks, or equivalent historical records, for the aircraft, the engine(s), the propeller(s), the major equipment and components (such as APU), containing information on operational times and cycles (since new and since last overhaul), maintenance, overhaul, repairs and modifications, status of parts with limited lifetime.

2. A detailed listing of all modifications, including the operator's modifications Service Bulletins or equivalent documents, and Airworthiness Directives complied with.

3. The past maintenance schedule and programs.

4. The components operating and storage limits.

3.3. For aircraft first of the type exported to Belgium. In addition to the documents listed in paragraphs 3.1. and 3.2., the following technical data are required:

1. One copy of the Type Certificate and Type Certificate Data Sheets for the aircraft, the engine(s), and the propeller(s).

2. Two copies of the FAA approved flight manual, or the pilot's operating handbook when no flight manual is required by the FAA.

3. One complete set of current technical manuals for the aircraft operation, service, maintenance, overhaul and repair manuals, catalog of spare parts.

4. Same technical manuals as in [[paragraph]] 3 above for the engines(s) and the propeller(s), if they are of a model exported to Belgium for the first time.

5. A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft, the engine(s), the propeller(s), and associated equipment.

6. Information or instructions essential to the assembly and rigging of the aircraft.

7. A statement by the manufacturer, or its authorized representative, to the effect that all pertinent information, modification, services bulletins, and revisions of such bulletins and manuals will be automatically distributed to the Aeronautics Administration of Belgium, to guarantee the airworthiness of the aircraft, the engine(s), the propeller(s), and the major components.

8. A copy of the type flight test report. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained in, or furnished with the type flight test report shall have been corrected to standard atmospheric conditions, and a statement to this effect shall be made a part of the report. Established operational limitations, speeds, and approved loads shall be indicated.

9. Three-view drawings of the major assemblies, installations, and primary structure.

10. A type record of stress analysis summary showing, for all members of the primary structure, their design loads, dimensions, materials, strength, and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests.

11. The list of reports and notes prepared for U.S. type certification of the aircraft.

#### 4. SPECIAL TECHNICAL REQUIREMENTS.

4.1. Noise limits. An aircraft will be eligible for a Certificate of Airworthiness only if it complies with the noise standards of ICAO Annex 16. Subsonic jet airplanes for which application for U.S. type certification was carried out before October 6, 1977, have to comply with the noise limits laid down in Chapter 2 of Annex 16, regardless of their date of manufacture.

4.2. Radio equipment. Radio equipment must be FAA approved and comply with TSO/FAA TC specifications. When a radio equipment model is exported to Belgium for the first time, one copy of the following documentation will be furnished:

- The manufacturer's statement of conformance submitted to FAA.
- The letter of acceptance issued by FAA.
- The technical manuals and bulletins (Service Bulletins, etc.).

Special technical requirements regarding the radio equipment are:

- VHF radio-communication equipment must be compatible for use with 25 kHz spacing between channels.
- VHF radio-navigation equipment must be compatible for use with 50 kHz spacing between VOR and LOC channels and 150 kHz between associated Glide Slope channels.

- Communication and navigation antennas are to be distinct.

- VOR/LOC and Glide Slope antennas are to be distinct.

4.3. Flight instruments.

- Air Speed Indicators must show airspeed in KNOTS only.

- Altimeters must be of the sensitive type, showing altitude in FEET, with adjustable setting in MILLIBAR scale.

4.4. Flight data recorder and cockpit voice recorder. Turbine powered transport category airplanes of a maximum weight of over 5,700 kg must be equipped with an approved flight data recorder. When the maximum weight is over 27,000 kg, an approved cockpit voice recorder is also required. The technical manuals and the last calibration charts pertinent to the installed recorders will be furnished.

5. NOTES.

5.1. The aircraft must be equipped in accordance with the requirements of the Belgian regulations for its intended use.

5.2. Complementary information may be obtained at:

Administration de l'Aeronautique  
Direction Technique  
rue de la Fusee, 90  
B - 1130 BRUSSELS (BELGIUM)

TELEX : 22715 DGAIR B.

## REPUBLIC OF BOLIVIA - SPECIAL REQUIREMENTS

(New - August 13, 1976)

1. Bolivian Special Requirements are applicable to the import of aeronautical products. The requirements are in accord with the procedural requirements for the issue of U.S. Export Airworthiness Approvals under Federal Aviation Regulations (FAR) Part 21, Subpart L.

2. The Director General of Civil Aviation requests that the FAA issue export airworthiness approvals applicable to Class I, II and III aeronautical products being exported to Bolivia. Eligibility for importing aeronautical products into Bolivia, in addition to the provisions of Subpart L of Part 21 of the Federal Aviation Regulations, must comply with applicable special requirements prescribed below:

a. All aircraft exported to Bolivia via flyaway should display Bolivian nationality and registration marks and carry the following documents on the delivery flight:

- (1) Bill of Sale;
- (2) Bolivian Certificate of Registration;
- (3) Bolivian authorization for the delivery flight;
- (4) Export Certificate of Airworthiness;
- (5) Notification of the Aircraft having been canceled from the U.S. aircraft registry;
- (6) Authority to cover the use of the installed communication equipment for the duration of the delivery flight; and
- (7) Approved airplane flight manual, maintenance and operation manuals, logbooks and such documents essential to the safe operation of the aircraft including loading charts.

b. Types and models of aircraft which have been exported to Bolivia previously, shall have the following additional documents and data delivered to the purchaser:

- (1) Maintenance, overhaul and repair manuals, including maintenance/inspection schedule.
- (2) Airworthiness Directives (AD) and Type Certificate Data Sheets or specifications and manufacturer service bulletins applicable to the aircraft.
- (3) List of inventory of equipment installed by make, model, and serial number.

(4) Historical records of aircraft, engine(s), propeller(s) and time or life controlled items.

(5) Weight and balance report, including a loading schedule or chart.

(6) Engine(s) must not have operated in excess of 500 hours and propellers(s) 1,000 hours since new or approved overhaul.

(7) Aircraft and FAA time controlled components must not have operated in excess of 50% of whichever is the lesser of the FAA approved or manufacturer recommended overhaul times.

(8) Shall have installed and functional a minimum of:

Single Engine Aircraft:

1-VOR/ILS, 1-ADF, 1-HF, 1-VHF, 1-DME, 1-ELT,  
1 altimeter calibrated in inches and millibars.

c. An aircraft being the first of its type and model exported to Bolivia, shall in addition to the above, furnish to the purchaser and to the Director General of Civil Aviation the following documents:

(1) Parts catalog for the aircraft, engine, propellers, and installed major auxiliary equipment.

(2) Instructions or information essential to the assembly and rigging of the aircraft is to be assembled at the point of destination.

(3) List of special tools, equipment and tolerance charts essential to the servicing and maintenance of the aircraft, engines, propeller, and major auxiliary units or components.

(4) General arrangement and three-view drawing of the aircraft.

## REPUBLIC OF BOTSWANA - SPECIAL REQUIREMENTS

(Revised - April 1981)

1. GENERAL.

a. Any aircraft to be eligible for the issue of a Certificate of Airworthiness by the Government of the Republic of Botswana must qualify for certification in the United States of America in the Standard or Restricted Category and an Export Certificate of Airworthiness, FAA Form 8130-4, should have been issued in accordance with Part 21 of the United States Federal Aviation Regulations.

b. Class II and Class III products should be accompanied by documentation which confirms that the item is in accordance with the relevant Section of Part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3 is acceptable.

c. If the aircraft is to be entered on the Botswana Register of Civil Aircraft, the importer must make application to the Botswana Department of Civil Aviation for the necessary Certificate of Registration, Permit to Fly, and Radio Station License which must be carried during the delivery flight.

d. Inquiries should be addressed to the Director of Civil Aviation, P.O. Box 250, Gaborone, Botswana, marked to the attention of the Chief Flight Safety Engineer.

2. FIRST AIRCRAFT OF TYPE TO BE REGISTERED IN THE REPUBLIC OF BOTSWANA.

a. The following documents and data are required:

(1) A complete set of maintenance, overhaul, and repair manuals, and parts catalogs for:

(i) Airplane

(ii) Engine(s)

(iii) Propeller(s)

(iv) Any equipment not previously imported to the Republic of Botswana.

(2) A full set of service bulletins, instructions, letters, modification leaflets, etc., issued by the manufacturer with respect to the airframe, engine(s), propeller(s), and installed equipment.

(3) A statement confirming that any amendments or new issues of the above manuals and catalogs will be forwarded to the Department of Civil Aviation as they are issued.

(4) A copy of the Type Certificate Data Sheet or Aircraft Specification unless this is already held by the Department of Civil Aviation.

(5) Three identical copies of the Flight Manual for the aircraft, including a copy allocated to the specific aircraft.

3. EACH AIRCRAFT FOR WHICH A BOTSWANA CERTIFICATE OF AIRWORTHINESS IS TO BE REQUESTED.

a. A statement must be signed by a manufacturer's representative to the effect that all mandatory modifications have been embodied, that all Airworthiness Directives have been complied with, and that any special inspections required have been complied with.

b. An Export Certificate of Airworthiness, FAA Form 8130-4.

c. Two copies of the Flight Manual including a copy allocated to the specific aircraft.

d. A statement confirming that all amendments to the Flight Manual(s) will be forwarded to the Department of Civil Aviation as they are issued.

e. Two copies of the Weight and Balance information for the specific aircraft.

f. Two copies of the Equipment List for the specific aircraft, marked to show the installed equipment.

g. An Emergency Locator Beacon must be installed in the aircraft. Such unit must be equipped with a voice transmission facility and be installed with a control switch operable from the pilot's seat to activate the unit when required in the manual mode. Full details for the operation of the unit are to be installed on a placard mounted adjacent to the access panel in the cabin.

## FEDERATIVE REPUBLIC OF BRAZIL - SPECIAL REQUIREMENTS

(Revised February 24, 1992)

1. INTRODUCTION. This document prescribes special requirements and procedures for exportation of aeronautical products to Brazil, which are based on the Bilateral Agreement for reciprocal acceptance of Airworthiness Certificates signed between the Governments of the United States and the Republic Federative of Brazil in June 16, 1976.

2. BRAZILIAN AIRWORTHINESS AUTHORITIES. The responsibility for controlling flight safety of civil aviation in Brazil is a task of the following organizations of the Air Ministry:

2.1 DAC - Departamento de Aviacao Civil (Department of Civil Aviation). Is the central organization of the Flight Safety System responsible for the issuance of the Brazilian Airworthiness Regulations (RBHA - Regulamentos Brasileiros de Homologacao Aeronautica).

The DAC is also responsible for the issuance of maintenance, operation and related approvals including the "Certificados de Aeronavegabilidade" (Airworthiness Certificate).

The RBHA "Regulamentos Brasileiros de Homologacao Aeronautica" (Brazilian Requirements for Aeronautical Certification) adopts the U.S. FAR airworthiness requirements Parts 23, 25, 27, 29, 31, 33 and 35 which are used as Brazilian requirements for design approval of aircraft, aircraft engines and propellers. However, the RBHA is not limited to the FAR requirements and may incorporate additional Brazilian [[the word "own" deleted]] requirements.

DAC address:

Departamento de Aviacao Civil  
Praca Senador Salgado Filho S/N  
Aeroporto Santos Dumont - 5 Andar  
20021 - Rio de Janeiro - RJ

Fax: (55) (21) 220-5177  
Phone: (021) 220-7478

2.2 CTA - Centro Tecnico Aeroespacial (Aerospace Technical Center). The CTA is responsible for the issuance of design and production approvals for aircraft and other aeronautical products and therefore issues the following documents:

CHT - "Certificado de Homologacao de Tipo" (Type Certificate) for aircraft, aircraft engines and propellers;

CHST - "Certificado de Homologacao Suplementar de Tipo" (Supplemental Type Certificate) for aircraft, aircraft engines and propellers;



APAA - "Atestado de Produto Aeronautico Aprovado"  
(Attestation of Approved Aeronautical Products) for Class II or III  
products and,

CHE - "Certificado de Homologacao de Empresa" (Production  
Approval Certificate) for manufacturers of approved aeronautical  
products.

CTA address:

Centro Tecnico Aeroespacial  
Instituto de Fomento e Coordenacao Industrial  
Divisao de Homologacao Aeronautica  
P.O.Box 6001  
Sao Jose Dos Campos - SP - 12225

Telex No. 1233393 BR  
Fax No. (55) (123) 41-4766  
Phone No. (123) 41-4600

2.3 DEPV - Directoria de Eletronica e Protecao ao Voo  
(Electronics and Flight Protection Directorate). The DEPV is  
responsible for the Air Traffic Control System.

DEPV address:

Diretoria de Eletronica e Protecao ao Voo  
Praça Senador Salgado Filho, S/N  
Aeroporto Santos Dumont - 4 Andar  
20021 - Rio de Janeiro/RJ

Phone No. (021) 220-0515

2.4 CENIPA - Centro de Investigacao e Prevencao de Acidentes  
Aeronauticos (Aeronautical Accidents Investigation and Prevention  
Center). The CENIPA is responsible for accidents investigation.

CENIPA address:

Centro de Investigacao e Prevencao de Acidentes  
Aeronauticos Anexo Do M.Aer. 1 Andar

Esplanada Dos Ministerios - Bloco "M"  
70045 - Brasilia/DF

Fax No. (061) 313-2597  
Phone No. (061) 313-2345

3. CERTIFICATION REQUIRED.

3.1 Except as provided in paragraph 3.6, to be eligible for  
registration on the Brazilian Registry, any aircraft model exported  
to Brazil (under a purchasing or leasing agreement) regardless of  
being new or used, must receive a Brazilian Type Certificate for

import, issued on the basis of a U.S. Type Certificate, following the procedures established in [[paragraph]] 4.

3.2 To be eligible for registration on the Brazilian Registry, an aircraft model modified in accordance with an FAA Supplemental Type Certificate exported to Brazil, must receive a Brazilian Supplemental Type Certificate for import issued on the basis of the U.S. Supplemental Type Certificate following the procedures established in [[paragraph]] 5.

3.3 Except as provided in paragraph 3.6, to be eligible for installation on Brazilian registered aircraft, any aircraft engine or propeller model exported to Brazil, regardless of being new or used, must receive a Brazilian Type Certificate for Import, issued on the basis of a U.S. Type Certificate following the procedures established in [[paragraph]] 6.

3.4 To be eligible for installation on Brazilian registered aircraft for which a Type Certificate is required, any Technical Standard Order (TSO) approved product exported to Brazil, must receive a Brazilian approval for installation issued on the basis of a U.S. Technical Standard Order approval, following the procedures established in [[paragraph]] 7.

3.5 Other class II or class III products installed on Brazilian aircraft for which a Type Certificate is required, will be approved for installation through the Brazilian Type Certificate, following the procedures established in [[paragraph]] 8.

3.6 Certain models of aircraft, aircraft engines and propellers which have been exported to Brazil at a time where a Type Certificate for Import has not been required, may continue to be exported with an exemption of the certification requirements established in this paragraph. To benefit from such exemption the applicant shall obtain a statement from the DAC validating the FAA type certification for operation in Brazil.

#### 4. PROCEDURES FOR ISSUANCE OF IMPORT TYPE CERTIFICATES FOR AIRCRAFT.

4.1 An application Form FDH-300-11 (sample enclosed as Annex I) [[not enclosed in this advisory circular]] or an application letter shall be completed by the U.S. manufacturer of the concerned aircraft and forwarded to the DAC through the FAA, together with sufficient engineering information to permit the DAC to become acquainted with the type design.

4.2 The text of all FAA special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CTA for review and approval.

4.3 A compliance check list with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provisions, etc.) and the title

and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the CTA for review and approval.

4.4 The required markings and placards installed in passenger cabin, in cargo, baggage or stowage compartments and in the aircraft exterior, shall be presented in Portuguese or bilingual (Portuguese and English) form.

4.5 The Airplane Flight Manual shall be identified as a Brazilian Airplane Flight Manual and shall include a statement regarding its applicability to Brazilian registered aircraft. Alterations eventually required to be incorporated in the Airplane Flight Manual will therefore be included directly on the affected pages of the Brazilian Airplane Flight Manual.

4.6 The use of the International System of Units, with the possible exceptions established in ICAO Annex 5, is required for the aircraft instruments, required markings and placards and for the Brazilian Airplane Flight Manual.

4.7 An engineering review of the type certification program conducted in the USA, shall be performed by the CTA, to establish the Brazilian requirements and special conditions for acceptance of the aircraft model. This review shall be conducted through meetings with the manufacturer and FAA representatives. At the end of such meetings the CTA will present a final validation report listing the requirements for acceptance of the aircraft model.

4.8 The CTA data needs will be listed in the validation report mentioned in the above paragraph and shall include all published documents (Airplane Flight Manual, Maintenance and Repair Manuals, Illustrated Parts Catalogs, Wiring Diagrams, Weight and Balance Manuals, Service Bulletins, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the aircraft in Brazil.

The published documents shall be supplied in duplicate, being one copy destined to the CTA and the other to the DAC. Both organizations must be included in the manufacturer's mailing list to receive regular updatings of such documents.

4.9 At least the following documents are also required for each aircraft delivered:

- Weight and Balance report.
- Electrical load analysis.
- Wiring diagrams.
- Production flight test report.

- List of applicable FAA AD's indicating compliance status.
- Summary of maintenance, repairs, and alterations performed during the aircraft life (for used aircraft only).

4.10 To be eligible for operation under the Brazilian Registry, compliance with the DAC operating regulations (IAC) and special regulations appropriate to the envisaged flight operations, must be established. These regulations, which are incumbent upon the Brazilian operator, may require the installation of equipment and/or application of standards in addition to those required for airworthiness certification. Such installations will be reviewed and approved by the CTA during the engineering review mentioned in [[paragraph]] 6 above.

4.11 A Brazilian CHT - "Certificado de Homologacao de Tipo" (Type Certificate) and corresponding "Especificacao de Aeronave" (Type Certificate Data Sheet) will be issued upon compliance with the requirements established on the validation report referred in [[paragraph]] 7 above.

## 5. PROCEDURES FOR ISSUANCE OF IMPORT SUPPLEMENTAL TYPE CERTIFICATES FOR AIRCRAFT.

5.1 An Application Form ADH-300-11 (sample enclosed as Annex I) [[not enclosed in this advisory circular]] or an application letter shall be completed by the U.S. holder of the FAA Supplemental Type Certificate (STC) and forwarded to the CTA through the FAA, together with sufficient engineering information to permit the CTA to become acquainted with the modification introduced in the type design.

5.2 A copy of the FAA Supplemental Type Certificate and its Addendum together with the text of all FAA special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CTA for review and approval.

5.3 A compliance check list with the requirements affected by the modification indicating for each item how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the CTA for review and approval.

5.4 The required markings and placards installed in passenger cabin, in cargo, baggage or stowage compartments and in the aircraft exterior, shall be presented in Portuguese or bilingual (Portuguese and English) form, unless otherwise prescribed by the CTA.

5.5 The Airplane Flight Manual Supplement shall be identified as a Brazilian Airplane Flight Manual Supplement and shall include a statement regarding its applicability to Brazilian registered aircraft.

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5.6 An engineering review of the supplemental type certification program conducted in the USA, shall be performed by the CTA, to establish the Brazilian requirements and special conditions for acceptance of the modified aircraft model.

This review shall be conducted through meetings with the holder of the FAA STC and FAA representatives. At the end of such review the CTA will present a final validation report listing the requirements for acceptance of the modified aircraft model.

5.7 The CTA data needs will be listed in the validation report mentioned in the above paragraph and shall include all alterations of the aircraft published documents developed by the STC holder (Airplane Flight Manual, Operations Manual, Maintenance and Repair Manuals, Illustrated Parts Catalogs, Wiring Diagrams, Weight and Balance Manuals, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the modified aircraft in Brazil.

The alterations of the published documents shall be supplied in duplicate, being one sample destined to the CTA and the other to DAC. Both organizations must be included in the STC holder mailing list to receive regular updatings of such documents.

5.8 At least the following documents are also required for each aircraft delivered:

- Updated weight and balance report.
- Updated electrical load analysis.
- Updated wiring diagrams.
- Production flight test report.
- List of applicable FAA Airworthiness Directives (AD) indicating compliance status.
- Summary of maintenance, repairs and alterations performed during the aircraft life (for used aircraft only).

5.9 A Brazilian CHST - "Certificado de Homologacao Suplementar de Tipo" (Supplemental Type Certificate) and corresponding "Adendo" (Addendum) will be issued upon compliance with the requirements established on the validation report referred in [[paragraph]] 6 above.

## 6. PROCEDURES FOR ISSUANCE OF IMPORT TYPE CERTIFICATES FOR AIRCRAFT ENGINES AND PROPELLERS.

6.1 An Application Form ADH-300-11 (sample enclosed as Annex I) [[not enclosed in this advisory circular]] or an application letter

shall be completed by the U.S. manufacturer of the concerned aircraft engine or propeller, and forwarded to the CTA through the FAA, together with sufficient engineering information to permit the CTA to become acquainted with the type design.

6.2 The text of all FAA special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CTA for review and approval.

6.3 A compliance check list with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the CTA for review and approval.

6.4 An engineering review of the type certification program conducted in the USA, shall be performed by the CTA, to establish the Brazilian requirements and special conditions for acceptance of the aircraft engine or propeller model. This review shall be conducted through meetings with the U.S. manufacturer and FAA representatives. At the end of such review the CTA will present a final validation report listing the requirements for acceptance of the aircraft engine or propeller models.

6.5 The CTA data needs will be listed in the validation report mentioned in the above paragraph and shall include all published documents (Installation and Operation Manual, Maintenance and Overhaul Manual, Illustrated Parts Catalog, Service Bulletins, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the aircraft engine or propeller in Brazil.

The published documents shall be supplied in duplicate, being one copy destined to the CTA and the other to DAC.

Both organizations must be included in the manufacturer mailing list to receive regular updatings of such documents.

6.6 A Brazilian CHT - "Certificado de Homologacao de Tipo" and corresponding "Especificacao de motor ou helice" (Type Certificate Data Sheet) will be issued upon compliance with the requirements established on the validation report referred in [[paragraph]] 4 above.

## 7. PROCEDURES FOR ISSUANCE OF INSTALLATION APPROVALS FOR TSO APPROVED PRODUCTS.

7.1 An Application Form ADH-300-11 (sample enclosed as Annex I) [[not enclosed in this advisory circular]] or an application letter

shall be completed by the U.S. manufacturer of the concerned equipment and forwarded to the CTA through the FAA, enclosing the following:

- Sufficient technical data to describe the product and its intended utilization;
- Installation and operational instructions;
- Copy of the certification basis including the adopted standard or specification;
- Statement of compliance with the certification basis including a list (by title and number) of the substantiation reports developed for FAA certification; and
- The published documents such as: Maintenance and Overhaul Manuals, Parts Catalog, Service Bulletins, etc., may be also required.

7.2 After reviewing such documents, the CTA will advise the applicant by letter of any additional Brazilian requirements or special condition to approve the installation of the product on Brazilian aircraft.

7.3 A CTA letter of installation approval will be issued upon compliance with the requirements established in [[paragraphs]] 1 and 2 above.

#### 8. PROCEDURES FOR APPROVAL OF OTHER CLASS II AND CLASS III PRODUCTS.

8.1 The U.S. manufacturer of such equipment may be required to supply information and documentation as may be deemed necessary by the CTA to justify its installation on a Class I product for which Brazilian certification is sought.

8.2 The Brazilian approval of such equipment will be granted by the issuance of the CTA Type Certificate for the Class I product on which they are installed.

9. CONTINUING AIRWORTHINESS. The U.S. manufacturer of a product which has received a Brazilian design approval according to paragraphs 4 thru 8, shall be responsible for maintaining the CTA informed of all relevant information regarding the continuous airworthiness of its product in Brazil. This shall include prompt remittance to CTA of all information regarding hazardous service difficulties, corresponding design corrections, proposed operational precautions and FAA Airworthiness Directives.

#### 10. NOISE REQUIREMENTS.

10.1 The manufacturer who applies for an import type certification of a new type of aircraft, i.e., aircraft of a type

which does not operate in Brazil, or for an Amendment to an existing CTA Type Certificate for a new model of aircraft, shall comply with the noise requirements of the RBHA (Brazilian Requirements for Aeronautical Certification) No. 36 or the ICAO Annex 16 rules.

10.2 The manufacturer who applies for an import type certification of an aircraft model whose type operates already in Brazil, although not type certificated by the CTA, shall comply with the acoustic alteration requirements of the RBHA No. 36, i.e., the model for which certification is sought shall not exceed the noise levels of the aircraft model of the same type which operates already in Brazil or the acoustical changes of the ICAO Annex 16 rules.

10.3 The STC holder who applies for an import supplemental type certification of an aircraft model which operates already in Brazil, regardless of having been or not type certificated by the CTA, shall comply with the acoustic alteration requirements of the RBHA No. 36, i.e., the modified aircraft model shall not exceed the noise levels of the basic model or the acoustical changes of the ICAO Annex 16 rules.

11. EXPORT AIRWORTHINESS APPROVALS. Each Class I, II or III product exported to Brazil shall receive an FAA export airworthiness approval in accordance with Subpart L of FAR 21 which shall indicate that the product is in compliance with the Brazilian special requirements established in the final validation report.



BRUNEI DARUSSALAM - SPECIAL REQUIREMENTS

(Revised February 13, 1991)

1. GENERAL.

1.1 This document specifies the special requirements and conditions to be satisfied for the certification and use in Brunei Darussalam of aeronautical products of United States origin imported from the United States.

1.2 Authority for aircraft registration and certification is vested in the Department of Civil Aviation (DCA); correspondence should be addressed to:

Department of Civil Aviation  
Brunei International Airport  
Bandar Seri Begawan, 2015  
Brunei Darussalam

1.3 Brunei Darussalam does not issue Type Certificates.

1.4 Eligibility for the issue of a Brunei Certificate of Airworthiness is determined by:

(a) Compliance with the appropriate requirements of paragraphs 2, 3 and 4 of this document (but see also paragraph 5).

(b) Compliance with:

(i) Additional directives issued by the United Kingdom Civil Aviation Authority.

(ii) Airworthiness Notices issued by the United Kingdom Civil Aviation Authority.

NOTE: Compliance with this sub-paragraph (b) is not essential before export to Brunei Darussalam. However, as it may be difficult to establish conformity in Brunei Darussalam, details of any relevant service document and modification status will be helpful to the Brunei user.

(c) Completion of a flight test in accordance with a DCA approved Airworthiness Flight Test Schedule unless otherwise agreed by the DCA.

2. ELIGIBILITY FOR EXPORT TO BRUNEI DARUSSALAM.

2.1 Class I, II, and III products must comply with the requirements of this document.

2.2 In addition, aircraft must be eligible for the issue of a standard airworthiness certificate as prescribed in Subpart H of FAR Part 21 unless otherwise agreed by the DCA.

### 3. ADDITIONAL REQUIREMENTS.

3.1 This subject identifies those design requirements additional to the FAR certification basis which must be satisfied for a particular aircraft type to be eligible for Brunei certification.

3.2 Additional Requirements for Brunei certification are not specified for fixed wing aircraft:

(a) below a maximum authorized weight of 2730 kg (6000 lbs).

(b) below a maximum authorized weight of 5700 kg (12500 lbs) when certification will not be applied for in the Transport or Aerial Work Categories.

NOTE: Brunei air navigation legislation requires the carriage of equipment on scales related to the purpose for which the aircraft is being flown. The aircraft commander is responsible for determining that an aircraft is properly equipped for any proposed flight.

3.3 For all aircraft other than those defined in paragraph 3.2 the DCA may prescribe Additional Requirements. Details for any individual aircraft type will be supplied on written application; a limited type evaluation by the DCA may be required when no previous example has been certificated in Brunei Darussalam. Equipment required to be carried on flights for the purpose of public transport, to satisfy Brunei air navigation legislation, will also be specified.

### 4. SPECIAL REQUIREMENTS.

4.1 This subject identifies those special administrative requirements which must be satisfied for particular products to be eligible for Brunei registered aircraft.

Applicability Code:

+ Required only with first of type and model exported to Brunei Darussalam.

\* Required only for aircraft with a maximum authorized weight greater than 5700 kg (12500 lbs).

#### 4.2 All Aircraft.

\* (a) Statement of build standard. This statement must include the aircraft specification, changes in design to satisfy Brunei Additional Requirements and a list of Service Bulletins incorporated during manufacture. The list of Service Bulletins incorporated must identify:

(i) Production versions of the Service Bulletins.

(ii) Service Bulletins.

(iii) Alert Service Bulletins.

(b) Copy of the production flight test report or a statement that no flight test has been completed.

(c) Modification standard. This must include:

(i) Customer options and equipment incorporated including items of equipment not necessarily installed by the manufacturer of the aircraft.

(ii) Service Bulletins compliance.

(d) Export Certificate of Airworthiness (see paragraph 4.4 of this document).

+ (e) A copy of the aircraft Type Certificate Data Sheet.

(f) Details of any alterations which may have been embodied under the Supplemental Type Certificate (STC) procedure.

NOTE: Any STC which has been embodied but not previously investigated by the DCA will be subject to evaluation before a Brunei Certificate of Airworthiness is issued.

(g) A list of the defects, if any, at the time of issue of the Export Certificate of Airworthiness which will require rectification by the Brunei operator.

(h) The FAA Approved Flight Manual or Pilot's Operating Handbook for the individual aircraft concerned, for approval by the DCA.

(i) Airframe/engine/propeller/auxiliary power unit log books.

\* (j) Seating configuration approval document, where relevant.

+ (k) Maintenance Review Board document, where relevant.

+ (l) A summary of FAA approved retirement life limitations.

+ (m) Electrical load analysis.

NOTE: For aircraft other than first of type, the DCA requires sufficient information to be available to determine the effect of customer options, etc., on the supply of electrical energy to essential services.

+ (n) FAA approved Master Minimum Equipment List, where applicable.

(o) Weighing report and associated weight schedule.

+ (p) Manuals required by the DCA:

	<u>NO. REQUIRED</u>
i) The FAA approved Flight Manual or Pilot's Operating Handbook.	2 (but see also 4.2(h))
ii) Airframe Maintenance Manual.	1
iii) Operations Manual.	2
iv) Weight and Balance/Loading Procedures.	1
v) Engine Maintenance Manual.	1
vi) Structural significant items.	1
vii) Maintenance planning guide including manufacturers recommended component overhaul lives.	1
viii) Set of Service Bulletins and Service Letters or equivalent documents.	1

NOTE: A condition of Brunei certification of the first of a type is the provision by the Brunei applicant for certification of a continuing amendment service for the required manuals.

(q) Record of compass system and magnetic compass swings.

(r) Record of rigging checks.

(s) A statement that suitable tests and measurements have been made and recorded to establish the satisfactory performance of the installed radio/radar apparatus and their associated antennae. A list of antennae positions must be provided.

(t) Detailed list of equipment constituting the navigation and communications installation.

+ (u) Noise Type Certificate.

#### 4.3 Used Aircraft.

In addition to the requirements specified in paragraph 4.2 (but (b) need not necessarily be complied with) the following information is required for used aircraft:

\* (a) Maintenance program to which these aircraft have previously been maintained including:

- i) previous check cycle.
- ii) future check cycle.

\* (b) Component overhaul life summary, including details of service life remaining and modification standards.

(c) Component and structure retirement life summary where applicable, including details of service life remaining.

\* (d) Component and structural inspection program. This must include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTE: All used aircraft will be subject to a physical condition survey and review of the associated records, to the satisfaction of the DCA, before the issue of a Brunei Certificate of Airworthiness is considered. In addition, approval must be obtained from the DCA for the applicant's proposals for integration of the aircraft into a maintenance program approved by the DCA. Prospective purchasers of used aircraft are encouraged to discuss their proposals with the DCA before arranging import into Brunei Darussalam.

#### 4.4 Requirement For Export Certificates Of Airworthiness (FAA Form 8130-4) to be issued.

(a) An Export Certificate of Airworthiness (FAA Form 8130-4) is required for any Class I product or engine module exported from the United States to Brunei Darussalam.

NOTE: In the case of aircraft, the Certificate shall not have been issued more than sixty [[days]] prior to the date of presentation for Brunei certification, unless otherwise agreed by the DCA.

(b) When Additional Requirements have been notified to the FAA or FAA designee in accordance with paragraph 3.4 [[paragraph 3.4 not enclosed in this advisory circular.]] of this document, the Certificate shall be so endorsed as to provide a detailed status of compliance. Items of non-compliance do not require a waiver from the DCA providing they are so endorsed on the Certificate, as Brunei

Darussalam is principally concerned with establishing the status of compliance at the time of export from the United States.

(c) The Certificate shall be accompanied by a document furnished by the applicant (e.g., a log book) which contains entries identifying those applicable Airworthiness Directives (AD's) with which compliance has been achieved. This document shall also identify those AD's containing a repetitive compliance requirement and when compliance is next due to be satisfied. All AD's shall be complied with prior to the issue of the Certificate unless a waiver has been issued by the DCA.

#### 4.5 Appliances - General.

(a) The DCA will accept that an appliance has those characteristics vouched for on an FAA Airworthiness Approval Tag which has a United Kingdom Civil Aviation Authority (CAA) registration number quoted. For the purpose of this procedure, an appliance means any instrument, equipment, mechanism, apparatus, or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft, but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor.

(b) In the case of an appliance which has not been granted a CAA registration number and which meets either of the following alternatives then application for acceptance of the appliance shall be made to the DCA.

(i) The appliance has been accepted by the FAA as complying with the Minimum Performance Standards of the applicable Technical Standard Order (TSO) as published in FAR, Subpart O and FAR 21.305 (b); or,

(ii) In lieu of approval under a Technical Standard Order, the appliance has been accepted by the FAA as meeting the applicable FAR's and the terms of the applicant's specifications.

(iii) Individual appliances will be accepted by the DCA on the basis of an Airworthiness Approval Tag (FAA Form 8130-3) issued by the FAA. The FAA certification may be made on behalf of the FAA by authorized persons delegated by the FAA, and the FAA assumes full responsibility for the certification.

(c) In the case of an appliance by which approval is implied by certification of the aircraft in which the appliance is installed, sufficient information shall be supplied to the user and be supplied with an FAA Airworthiness Approval Tag.

4.6 Radio Appliances. The DCA may require a declaration of design and performance in the format specified in the current issue of British Standard Specification G.100. Details for any individual type of radio appliance will be supplied on written request.

NOTE: Where a radio appliance has been approved by the United Kingdom Civil Aviation Authority, the item will be accepted by the DCA without further investigation. The relevant CAA approval number must be quoted on the FAA Airworthiness Approval Tag.

4.7 Products other than aircraft or appliances.

(a) Engines (including APUs), engine modules, and propellers:

(i) Export Certificate of Airworthiness (refer to paragraph 4.4).

(ii) Service Bulletin compliance statement.

(b) Class II as defined in Subpart L of FAR Part 21:

(i) FAA Airworthiness Approval Tag.

(c) Class III as defined in Subpart L of FAR Part 21:

(i) FAA Airworthiness Approval Tag, or

(ii) A certification by the manufacturer of the product concerned was manufactured under a Production Certificate granted under Subpart F of FAR Part 21, a Parts Manufacturing Approval granted under Subpart K of FAR Part 21, or a Technical Standard Order authorization granted under Subpart O of FAR Part 21 as appropriate.

5. SPECIAL CONDITIONS.

Where an aircraft is of unusual or novel design, the DCA reserves the right to prescribe Special Conditions or refuse certification. Applications for Brunei Darussalam certification are advised to give early notification to the DCA of any aircraft type in this classification.

## CANADA - SPECIAL REQUIREMENTS

(Revised June 25, 1990)

SECTION 1. - INTRODUCTION.

The manner in which Canada accepts aeronautical products from the United States is governed by the Canada-U.S. Bilateral Airworthiness Agreement which was effected by an Exchange of Notes on August 31, 1984. The means of implementing this Canada-U.S. Bilateral Airworthiness Agreement is specified in a Schedule of Implementation Procedures signed by the Administrator of the FAA and the Administrator of the Canadian Air Transportation Administration in January 1985. (Note that the title Administrator, Canadian Air Transportation Administration has now changed, following reorganization, to Assistant Deputy Minister, Aviation, in the Transport Canada Aviation Group (TCAG).)

SECTION 2. - PRODUCT TYPE DESIGN APPROVAL. Before an aeronautical product is accepted for operation in Canada, it is important to establish that the type design is approved by TCAG. The following section summarizes the TCAG position on Type Design Approval.

2.1 Aircraft.

(a) U.S. Designed and Manufactured. All U.S. aircraft types require either Canadian Aircraft Type Approvals or TCAG acceptance of the FAA Type Certificates. In the past, it has been customary for TCAG to issue Canadian Aircraft Type Approvals only for Transport Category, Commuter Category (SFAR 41C) and Restricted Category aircraft types. Aircraft in other categories have been accepted, based on the applicable FAA Type Certificate.

Effective June 1, 1989, all new U.S. aircraft types not previously accepted for use in Canada, will require a Canadian Aircraft Type Approval prior to the aircraft being eligible for Certificate of Airworthiness. U.S. applicants (Type Certificate holders) should make their request for Canadian Aircraft Type Approval through the applicable FAA Aircraft Certification Office (ACO) which processed the FAA Type Certificate.

The TCAG will advise the U.S. applicant, through the FAA, of the TCAG Additional Technical Conditions. These Additional Technical Conditions are the requirements, including Special Conditions, Canadian Additional Airworthiness Requirements, environmental and operational requirements, that might be specified by TCAG in addition to the FAA basis of certification to assure compliance with the Canadian Type Approval basis.

Except for simple Normal Category aeroplanes, a prior condition for the determination of the Additional Technical Conditions will be a technical briefing to the TCAG by the applicant, followed by a familiarization inspection of the aircraft and its type



design at the applicant's facility. This familiarization may involve a review of the type design data and the basis of type certification, as well as test flights of a representative aircraft.

All such familiarization visits are coordinated through the applicable FAA ACO. Since there is often a delay of several months, following receipt of the application, before such a familiarization can be made by TCAG, it is important that requests for an Aircraft Type Approval are made in a timely manner. An additional condition for the acceptance of an application for a Canadian Type Approval is that there shall be a bona fide, committed, Canadian customer for the aircraft.

(b) Designed and Manufactured in a Third Country (other than Canada or the U.S.).

All aircraft types which were designed and manufactured in a country other than Canada or the United States (third country) require Canadian Aircraft Type Approvals. The Type Approval is based on a validation/familiarization by TCAG of the type certification issued by the airworthiness authority in the third country. The procedure is similar to that specified in Section 2.1(a) above, except of course, that the TCAG will deal with the third country airworthiness authority, and not the FAA.

(c) Designed and Manufactured in the U.S. and a Third Country. Aircraft having a type design approval in one country and being manufactured in another country, one of which is the United States, are eligible for Canadian Certificates of Airworthiness providing there is a Canadian Type Approval and a written agreement on continuing airworthiness responsibilities between the FAA, TCAG and the third country airworthiness authority.

## 2.2 Engines and Propellers.

(a) U.S. Designed and Manufactured. Effective June 1, 1989, any U.S. designed and manufactured engine or propeller installed in an aircraft type which has been issued with a Canadian Aircraft Type Approval, will require a Canadian Type Approval. U.S. applicants should make their request for the Canadian Type Approval through the applicable FAA Aircraft Certification Office (ACO) which processed the engine or propeller Type Certificate. This approval may require a TCAG familiarization inspection at the engine or propeller type design holder's facility.

(b) Designed and Manufactured in a Third Country (Other than Canada or the U.S.). When an engine or propeller designed and manufactured in a third country, other than the U.S. or Canada, is intended for installation on an aircraft which has been issued with a Canadian Aircraft Type Approval, then a Canadian Type Approval is required. The application should be made to the TCAG through the third country airworthiness authority and may require a validation/familiarization inspection at the applicant's facility.

2.3 Technical Standard Order (TSO) Products. No separate Canadian equipment approval is required for a TSO product where an FAA letter of design approval has been issued to an applicant located in the United States or Canada. The FAA letter of approval is acceptable to TCAG without any further validation being necessary.

2.4 Parts Manufacturing Approvals (PMA). A PMA issued to a U.S. applicant for the design of a part installed on a product which was certificated by the FAA to FAR 21.21 (U.S. domestic type certification) is normally acceptable to TCAG without any additional design approval.

A PMA issued for the design of a part installed on a product which was certificated to FAR 21.29 (foreign type certificate) will require TCAG approval before that part can be fitted to a Canadian registered aircraft, unless the PMA holder is a supplier to the foreign type certificate holder or has a licenced manufacturing agreement from the foreign type certificate holder.

2.5 Supplemental Type Certificates/Supplemental Type Approvals. A product type design which has been approved in both the U.S. and Canada may be altered in the United States by an applicant who has obtained an FAA Supplemental Type Certificate (STC).

A number of these STC's are automatically recognized by TCAG without any additional approval procedure being required. However, any STC's relating to the following categories of aircraft will require review by TCAG and an approval, which will be issued as a Canadian Supplemental Type Approval:

(1) Canadian manufactured aircraft for which Transport Canada holds the type design responsibilities.

(2) Third country manufactured aircraft which were later granted either an FAA Type Certificate or a Canadian Type Approval.

(3) Canadian or U.S. manufactured aircraft originally designed for Normal, Utility, Aerobatic or Transport Category which were later converted to Restricted Category, or when by virtue of the effected change(s), these aircraft would normally have been subject to a separate Type Approval had these changes been proposed by the manufacturer (e.g., change in number of engines or engine types using different propulsion systems).

(4) U.S. manufactured aircraft type certificated in either Transport, Restricted or Commuter Category (SFAR 41C), which under the present regulations and policies would require a Canadian familiarization of their FAA Type Certificate. The above policy also applies to older aircraft which were accepted in Canada solely on the basis of their FAA certification, without the conduct of a formal DOT familiarization at the time of import, and thus were not issued with a corresponding Canadian Type Approval, e.g., Boeing 707, 727, McDonnell Douglas DC-8, etc.

(5) U.S. manufactured aircraft modified to accommodate the installation of equipment for which no approved civil airworthiness standard exists for that particular change in type design (e.g., Steep Approach Approvals).

(6) Any aircraft whose related STC addresses the operational design requirements prescribed in either the Air Regulations, Air Navigation Orders, Engineering and Inspection Manual, or the Airworthiness Manual.

(7) Any aircraft whose related STC provides relief or alternate means of compliance with Canadian Airworthiness Directives.

(8) Any aircraft whose related STC authorizes the use of unusual methods of fabrication or unconventional design features (e.g., canard flight controls).

A design approval granted under the FAA field approval procedures is not generally recognized by TCAG, although it may be reviewed on a case by case basis and, where compliance against applicable requirements can be shown by the applicant, a TCAG approval will be issued.

2.6 TCAG Contacts. All questions relating to Canadian type design approval of aeronautical products, as specified in Section 2 above, should be addressed to:

Chief, Programs (AARDE)  
Airworthiness Branch  
Transport Canada Aviation Group  
Centennial Towers  
200 Kent Street  
Ottawa, Ontario, Canada K1A 0N8

Facsimile: (613) 996-9178

Telephone: (613) 990-1267

### SECTION 3 - TCAG CONDITIONS FOR ACCEPTANCE OF AERONAUTICAL PRODUCTS.

3.1 Class I Aeronautical Products - Aircraft. Imported aircraft are eligible for use in Canada where it can be shown and TCAG is satisfied that the aircraft conforms to the Canadian approved type design and is in a condition for safe operation.

For an imported aircraft the preferred method of showing conformity is by means of an Export Certificate of Airworthiness.

When an aircraft is imported without an Export Airworthiness Certificate, or other acceptable document, the aircraft will be ineligible for use in Canada until it has been completely overhauled pursuant to Section 507.207(c)(3) of the Airworthiness Manual or its

conformity and condition has been completely verified by an inspection performed by an authorized person or organization in accordance with Section 507.207(c) to (j).

In either case the requirement of Airworthiness Manual Chapter 507 D, Subchapter D must be complied with before the aircraft will be eligible for a Canadian Certificate of Airworthiness.

To be acceptable each export airworthiness certificate must be properly certified by an authorized representative of the FAA and shall include the following information:

(1) a certification of conformity to the type design specified in the Canadian type approval;

(2) a list of any major modifications and major repairs approved by the country of export and embodied in the product; and

(3) a list of all applicable airworthiness directives or equivalent mandatory notices, issued by the country of export, indicating which have been complied with.

3.2 Class I Aeronautical Products - Aircraft Engines and Propellers. Imported aircraft engines or propellers are eligible to be installed on Canadian registered aircraft where it can be shown and TCAG is satisfied that the aircraft engine or propeller conforms to the Canadian approved type design and is in a condition for safe operation.

For an imported aircraft engine or propeller the preferred method of showing conformity is by means of an Export Certificate of Airworthiness.

Each imported aircraft engine or propeller must conform to the approved Canadian type design and be accompanied by an export airworthiness certificate. However, where an engine or propeller has been imported without the required certification but with complete and current maintenance records, that aircraft engine or propeller may be eligible for installation on a Canadian registered aircraft provided the aircraft engine or propeller has been inspected for conformity to approved type design in accordance with Airworthiness Manual Section 507.205(c)(4) by an authorized person or an approved organization.

When an aircraft engine or propeller is imported without an export airworthiness certificate, or other acceptable document, the aircraft engine or propeller will be ineligible for use in Canada until its conformity and condition has been completely verified by an inspection performed by an authorized person or organization in accordance with Airworthiness Manual Section 507.205(c)(4) of the Manual.

When an aircraft engine or propeller does not pass the inspection and cannot be certified it will require a complete overhaul and re-certification before it will be eligible for installation in a Canadian registered aircraft.

To be acceptable to the Minister each export airworthiness certificate must be properly certified by an authorized representative of the FAA and shall include the following information:

- (1) a certification of conformity to the type design specified in the Canadian type approval;
- (2) a list of any major modifications and major repairs approved by the country of export and embodied in the product; and
- (3) a list of all applicable airworthiness directives or equivalent mandatory notices, issued by the country export, indicating which have been complied with.

3.3 Class II Aeronautical Products - Parts and Appliances.  
Imported parts and appliances will be eligible for installation on Canadian registered aircraft where:

- (1) the product is new or newly overhauled and conforms to approved design data;
- (2) the product is in a condition for safe operation;
- (3) the product is identified pursuant to Air Regulations, Series II, No. 1.

For Class II aeronautical products imported directly from the United States, the TCAG will accept as proof of conformity:

- (1) a signed certification on a company inspection release note, tag or other shipping document stating the name and address of the company, and FAA approval number of Production Certificate (PC), Parts Manufacturing Approval (PMA), Technical Standard Order (TSO) authorization, or Repair Station Certificate as applicable;
- (2) a signed certification, showing the name and address of the supplier, referencing the original documentation issued by a company holding a PC, PMA, TSO authorization or Repair Station Certificate. An acceptable alternative would be for the supplier to attach a copy of the original documentation to his certificate; or
- (3) an FAA Airworthiness Approval Tag, Form 8130-3 signed by an FAA airworthiness representative.

3.4 Class III Aeronautical Products - Standard Aircraft Parts and Materials. Standard aircraft parts and materials are eligible for installation for use on Canadian registered aircraft where:

(1) the product conforms to the design data for the Class I or Class II aeronautical product which they are a part or component; or

(2) the product conforms to a recognized government or industry national standard (e.g., AN, SAE, NAS, etc.); and

(3) the product is identified with the manufacturer's name and part number, either on the product or the packaging whichever is appropriate; and

(4) the product is in a condition for safe operation.

TCAG will accept as proof of conformity a company release document with a statement certifying the product conforms to its recognized standard or specification.

3.5 Aircraft Manuals. When the first aircraft of a type or model is exported to Canada, the exporter is required to provide to the TCAG at no charge, seven copies of the Flight Manual, Maintenance Manual, Structural Repair Manual, Illustrated Parts Catalogue, Service Bulletins, and subsequent amendments thereto. In the case of Transport Category aircraft, the required number of manuals, and their format, may be negotiated with the TCAG when the aircraft type is first imported into Canada.

3.6 Product Identification. Products imported into Canada must be identified with an identification plate in accordance with Chapter 507 of the Canadian Airworthiness Manual.

3.7 Licencing Conditions for flyaway aircraft. To facilitate the licencing of an imported aircraft in Canada, the following documentation should be forwarded by the U.S. exporter to the TCAG Regional Director, Aviation Regulation, in the Transport Canada Aviation Region in which the purchaser is located (addresses of the six Regions and their geographical boundaries are contained in the Attachment 1).

a) FAA Export Certificate of Airworthiness (C of A), as specified in Section 3.1 above.

b) Evidence of transfer of ownership to the Canadian purchaser from the last U.S. recorded owner, or in the case of a new aircraft, the manufacturer.

The appropriate TCAG Regional Director, Aviation Regulation, should be informed by telegram or telex of the issuance of an Export Certificate of Airworthiness. The following is an example of the required message.

"Export C of A No. \_\_\_\_\_ covering (make and Model of Aircraft), Serial No. \_\_\_\_\_ assigned Canadian identification markings \_\_\_\_\_ purchased by (Canadian Purchaser) being prepared.

Name and address of FAA inspector or designer"

Aircraft being exported to Canada must display Canadian nationality and registration marks. These marks may be obtained by the Canadian purchaser on application to a TCAG regional Office.

CANADA (Continued)ATTACHMENT 1REGIONAL OFFICES AND GEOGRAPHICAL BOUNDARIES

Listed below are the addresses (and the geographical boundaries) of the six Regional Offices of the Canadian Department of Transport:

a. Pacific Region

Regional Director, Aviation Regulation  
Transport Canada  
800 Burrard Street, Room 220  
Vancouver, British Columbia  
Canada V6C 2J8

NOTE: British Columbia, excluding the area north and east of a line ten miles west of the Alaska Highway.

b. Western Region

Regional Director, Aviation Regulation  
Transport Canada Aviation Group  
Federal Building  
9820 - 107th Street  
Edmonton, Alberta  
Canada T5K 1G3

NOTE: Alberta, the Northwest Territories west of the 110th meridian, Yukon Territories and that part of British Columbia north and east of a line ten miles west of the Alaska highway, including Deace Lake, British Columbia.

c. Central Region

Regional Director, Aviation Regulation  
Transport Canada Aviation Group  
P.O. Box 8550  
Winnipeg, Manitoba  
Canada R3C 0P6

NOTE: Manitoba, Saskatchewan, Western Ontario as far east as the 88th meridian and the Northwest Territories lying to the north, more particularly described as follows: That part of Canada bounded by the meridian of 110 degrees W, the Canada-United States border between 110 degrees W, and 88 degrees W, the meridian of 88 degrees W between the Canada-United States border and latitude 60 degrees N, the parallel of 60 degrees North latitude between 88 degrees N and 80 degrees W and the meridian of 80 degrees W, north of 60 degrees N but not including Mansel Island.



CANADA ATTACHMENT 1 (Continued)

d. Ontario Region

Regional Director, Aviation Regulation  
Transport Canada Aviation Group  
4900 Young Street  
Suite 300  
Willowdale, Ontario  
Canada M3N 6A5

NOTE: Ontario east of the 88th meridian.

e. Quebec Region

Regional Director, Aviation Regulation  
Transport Canada Aviation Group  
P.O. Box 5000  
Montreal International Airport  
Dorval, Quebec  
Canada H4Y 1B9

NOTE: Quebec and those parts of the Northwest Territories to the north and east of the Central Region, not including the Magdalen Islands and Labrador.

f. Atlantic Region

Regional Director, Aviation Regulation  
Transport Canada Aviation Group  
P.O. Box 42  
Moncton, New Brunswick  
Canada E1C 8K6

NOTE: New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland, including Labrador and the Magdalen Islands.

## REPUBLIC OF FRANCE - SPECIAL REQUIREMENTS

(Revised June 7, 1978)

1. INTRODUCTION.

a. Effective October 12, 1968, to be eligible for a French standard airworthiness certificate, an aircraft imported into France must be of a type which has been issued a French type certificate for import, except as provided in paragraph 2.a.(2) of these special requirements. In addition, U.S. manufactured aircraft must meet the export rules in Federal Aviation Regulations (FAR) Part 21, Subpart L. The requirements for issuance of French type certificates are contained in "Conditions de Navigabilite des Aeronefs Civile Arrete of September 1967," (for convenience, referred to hereinafter as the "CNAC") and in French Circular No. 5403 DTA/M, S.G.A.C. dated November 13, 1968. Other French documents and circulars also apply, as referred to in the text that follows. Copies of French documents and circulars can be obtained from the French Embassy or the Ministere des Transports Aeriens, Secretariat General a l'Aviation Civile, 93 Boulevard de Montparnasse, Paris 6e, France. Since a French type certificate for import is a prerequisite to issuance of a French airworthiness certificate, these special requirements include an outline of the general requirements for obtaining such type certificates.

b. Class II and III products will be exported in accordance with the provisions prescribed in Part 21, Subpart L of the United States Federal Aviation Regulations. In particular, each class II and III product will be exported with an Airworthiness Approval Tag. Aeronautical authorities of the importing country (S.G.A.C.) shall promptly advise the aeronautical authorities of the exporting country of any additional requirements which the importing country finds necessary to insure that the products meet a level of safety equivalent to that which be effective for a similar product produced on the importing state. This will be confirmed by the importing agent on his orders.

2. REQUIREMENTS FOR ISSUANCE OF FRENCH AIRWORTHINESS CERTIFICATES AND PERMITS.a. Standard Airworthiness Certificates.

(1) Except as provided in paragraph 2.a.(2), a U.S. Export Certificate of Airworthiness, FAA Form 8130-4, may be exchanged against a French airworthiness certificate only if the following requirements have been met.

(a) The aircraft type must have a French type certificate for import.

(b) The requirements of Article 11B of the CNAC must be complied with.

(2) If a French standard airworthiness certificate was issued prior to October 12, 1968, for at least one aircraft of a particular type, then aircraft of that type may continue to be issued French standard airworthiness certificates on the basis of equivalency with the U.S. Export Certificate of Airworthiness, even though the particular model involved may not have been issued a French type certificate for import. French airworthiness certificates are issued under these conditions subject to compliance with other requirements of the CNAC (reference CNAC Article 5, paragraph 2).

NOTE: An aircraft having major changes which required approval under Federal Aviation Regulations (FAR) Part 21, Section 21.97 and/or FAR Part 21, Subpart E, is not eligible to obtain a French airworthiness certificate under the provisions of paragraph 2.a.(2) even though an aircraft of the same model may have been issued a French airworthiness certificate prior to October 12, 1968. In order to obtain a French standard airworthiness certificate, the applicant must comply with the procedures outlined under paragraph 2.a.(1). A French type certificate for import or an extension of a type certificate for import will be issued each time that the FAA issues a new type certificate or an STC for a model based on a model previously imported.

b. Special Airworthiness Certificates. A French special airworthiness certificate may be issued to an aircraft of a model for which application has been made for a French type certificate for import, in order to facilitate its use under the conditions spelled out in Article 5, paragraph 2B of the CNAC, provided that the Secretariat General of Aviation Civil (S.G.A.C.) is familiar with the model. In addition, the procedure required for issuance of special airworthiness certificates will be applied in the case of aircraft in the restricted category.

c. Permit. A permit may be issued by the S.G.A.C. to an aircraft which has provisional French registration markings only to permit the ferrying and tests necessary for aircraft type certification. Normally, the S.G.A.C. will not authorize any private utilization and the permit may, basically, be renewed only for a total period of time not to exceed one year (reference CNAC Article 13 and 19, and Article 5, paragraph 3).

### 3. REQUIREMENTS FOR ISSUANCE OF FRENCH TYPE CERTIFICATES FOR IMPORT FOR U.S. MANUFACTURED AIRCRAFT.

#### a. Applicant.

(1) The applicant for a French type certificate for import must be the person responsible for maintaining the level of airworthiness for the aircraft. Generally such person would be the manufacturer who originally obtained, and who holds the U.S. type certificate. If the U.S. type certificate has been transferred by

the original holder, the new holder (applicant) must be capable of, and responsible for maintaining the level of airworthiness.

(2) In exceptional cases, it is possible to accept an application for a French type certificate for import from a person who is not the U.S. type certificate holder, provided that the applicant furnishes proof that he has been duly authorized to take over complete responsibility for the type certificate under the licensing provisions of Federal Aviation Regulations Part 21, Section 21.47.

b. Documents. The required documents are specified in Article 11 of the CNAC and under paragraph 5 of these special requirements.

c. Special Conditions. A U.S. applicant for a French type certificate for import must show compliance with the applicable FAR's, plus any special conditions imposed by the S.G.A.C. Three types of special conditions are outlined in paragraphs 3.c.(1), (2), and (3). The primary purpose of the special conditions is to guarantee an airworthiness level equivalent to that of aircraft built and certified in France.

(1) Administrative Special Conditions.

(a) Language. The documents which the S.G.A.C. requires to be furnished may be in English except for the following, which must be provided in French:

- 1 the type certificate (TC), data sheet;
- 2 the flight manual; and
- 3 the proposed maintenance guide.

NOTE: The S.G.A.C. will verify the translations of these documents and must approve the TC data sheet and the flight manual.

(b) Document Format. The TC data sheet, flight manual, and proposed maintenance guide must be prepared in accordance with the formats specified in the following:

1 TC Data Sheet. The S.G.A.C. will accept a simple translation into French of the TC data sheets approved by the FAA.

2 Flight Manual. The flight manual in French, which must be carried in each aircraft imported into France, must be either a simple translation of the FAA approved flight manual when one exists, or if a flight manual does not exist, a similar document must be established for the purpose of import into France and must contain the following sections:

- a Limitations.
- b Normal Operations.
- c Emergency Operations.

d Performance (Limited to only the approved performance conforming to the requirements of the applicable airworthiness FAR part).

3 Proposed Maintenance Guide. It is recommended that the proposed maintenance guide correspond to the instructions of the GENERAL DEFINITION OF "ROUTINE MAINTENANCE" INSPECTION of the Bureau Veritas, copies of which are available from the French Embassy.

(c) Units of Measurement. Aircraft instruments must be graduated in terms of legal or accepted French units; however, where other units are used in accordance with strongly established aeronautical practice, and if failure to comply with this practice would reduce aircraft safety, then such units may be accepted and must be used in the manuals. If illegal or unaccepted units are used, the manuals must contain conversion tables. The following chart outlines legal and acceptable units of measurement.

Measure	Legal Units		Units Allowed in Aeronautics	
	Name	Symbol	Name	Symbol
Length	Meter*	m	Nautical Mile	NM
Area	Square Meter*	m <sup>2</sup>	-	-
Volume	Cubic Meter*	m <sup>3</sup>	-	-
	Liter*	l	-	-
Angles	Degree*	o	-	-
Mass	Kilo*	kg	-	-
Time	second,	s	-	-
	minute	mn	-	-
	hour	h	-	-
Frequency	Hertz* (1 cycle per second)	Hz	-	-
Speed	Meter per second	m/s	Feet per minute	ft/mn
	Kilometer per hour	km/h	Knots	Kts
Acceleration	Meter per second square	m/s <sup>2</sup>	-	-
Temperature	Kelvin degree	K	-	-
	Centigrade	C	-	-
Work	Joule*	J	-	-
Power	Watt*	W	-	-
Pressure	(bar)	-	-	-
Pressure	Millibar	mb	-	-

\* With decimal multiples and submultiples.

Note: Electrical units: Ampere, Volt, Ohm -- International System

(2) General Technical Special Conditions. These special conditions would be required as a result of differences between the French regulations and the United States Federal Aviation Regulations.

(3) Specific Technical Special Conditions. These conditions would pertain to any possible unusual characteristics in the design, construction, or operation of the aircraft under consideration.

4. HOW TO OBTAIN A FRENCH TYPE CERTIFICATE FOR IMPORT. In the following procedures, any of the required documents and data which would normally be approved by the FAA for issuance of U.S. Type Certificates must also be FAA approved for issuance of French Type Certificates for Import.

a. General.

(1) The French require that the application be submitted to the pertinent government agency. Insofar as the FAA is concerned, this means that the application must be submitted to the FAA Aircraft Certification Office of the Directorate in which the applicant is located, Attention: Manager, Aircraft Certification [[Office]]. The FAA will transmit the application to the S.G.A.C. (An example of a standard application form is reproduced under paragraph 6 of these special requirements.) A statement including the following information and signed by the Manager of the Aircraft Certification [[Office]] should be provided the S.G.A.C. with the application:

(a) The FAR upon which the issuance of the U.S. Type Certificate is based;

(b) If applicable, a copy of the complete text of each special condition imposed by the FAA in connection with issuance of the type certificate; and

(c) If applicable, a copy of the complete text of each exemption which may have been granted.

(2) The manufacturer should provide the S.G.A.C. with all of the officially requested documents (reference paragraph 5).

(3) Following compliance with preceding paragraphs 4.a.(1) and 4.a.(2), the S.G.A.C. will transmit to the FAA Washington Office [[(AIR-100)]] the special conditions as provided for under paragraph 3.c., with a copy to the appropriate FAA Aircraft Certification Office and a copy to the applicant.

(4) The aircraft would be considered eligible for a French Type Certificate for Import when the FAA certifies to the S.G.A.C. that the aircraft type meets the French special conditions and the Federal Aviation Regulations upon which issuance of the U.S. Type Certificate is based. This certification does not preclude special requests which the S.G.A.C. might subsequently submit in order to

make certain in-flight checks and/or certain technological inspections on its own.

b. Special Procedures for Delegation Option Manufacturers.  
Manufacturers holding a Delegation Option Authorization, issued under FAR Part 21, Subpart J, must comply with the general provisions of paragraph 4.a., except as follows:

(1) Applications for a French Type Certificate for Import may be submitted directly [[to]] the S.G.A.C., with a copy to the FAA Aircraft Certification Office. The manufacturer should state in his application that he holds an FAA Delegation Option Authorization, giving the date of issue, FAA region which issued the authorization, and the number assigned. The French Type Certificate for Import, when issued, will be addressed directly to the manufacturer, with a copy for the Aircraft Certification Office.

(2) The S.G.A.C. will accept statements, certifications, and issuances that are within the scope of FAR Part 21, Subpart J, provided that:

(a) Pertinent documents are signed by personnel approved by the FAA (reference FAR Part 21, Section 21.235(b)); and,

(b) The manufacturer furnishes a list of authorized signatures to the S.G.A.C. and maintains the list in a current condition.

5. The following documents are normally required for obtaining French type and airworthiness certificates.

a. Type Certificate for Import.

(1) A copy of the U.S. Type Certificate for the aircraft type.

(2) A copy of the Type Certificate Data Sheet.

(3) Summary of flight test reports for aircraft type certification. The characteristic data furnished must substantiate operation within a reasonable range of weights, altitudes, and atmospheric conditions.

(4) Summary of static test reports relative to the principal structural elements, specifically giving the loads, the dimensions, the stresses, and the safety margins, or a summary of complete static tests performed prior to issuance of the U.S. type certificate.

(5) Summary of vibration test reports.

(6) Complete index of reports and notes prepared for U.S. type certification of the aircraft, including systems.

(7) A statement by an authorized representative of the manufacturer (applicant) that the Bureau Veritas, 31, rue Henri Rochefort, Paris 17 eme, France, acting for the S.G.A.C., will systematically be furnished with all pertinent information, notification of modifications, service bulletins, etc., and notification of any change in such documents, to guarantee the maintenance of an acceptable airworthiness level for the aircraft.

(8) A separate parts catalog for the aircraft, the engine(s), the propeller(s), and the principal accessories and other equipment items.

(9) A list of special installations and equipment necessary for the inspection and maintenance of the aircraft, its engine(s), propeller(s) and principal accessories and other equipment items, together with:

(a) a list of permissible tolerance limits;

(b) a statement of the nature and periodicity of maintenance inspections; and

(c) complete information on lubricating, fuel, and hydraulic circuits.

(10) Two copies of information necessary for the assembly of the aircraft, if the aircraft is of a type which will be exported unassembled and without having had a production flight test.

(11) The following manuals for the aircraft, the engine(s), the propeller(s), and accessories:

(a) Flight manual (two copies).

(b) Maintenance manual (two copies).

b. The documents listed in paragraph 3.c.(1)(a)2 and 3, as well as the following documents, will be required for each individual NEW aircraft imported into France.

(1) One copy of a list of radio and electrical equipment items, with their characteristics and their operating instructions. These equipment items must conform to the applicable categories for which there are French certification requirements.

(2) One copy of the production flight test report for the aircraft involved, including a copy of the flight test checklist utilized when testing the aircraft.

(3) A U.S. Export Certificate of Airworthiness, FAA Form 8130-4, for the aircraft.



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(4) A weight and balance record containing a complete inventory of all equipment and instruments.

(5) A list of modifications that have been incorporated, at least those covered by service bulletins, except that, if the manufacturer's information distribution system has been found satisfactory by the S.G.A.C., submittal of such a list is not required.

c. For an individual, USED aircraft, the following documents must be furnished in addition to those specified under paragraph 5.b.:

(1) A summary of modifications, including:

(a) a summary of mandatory changes made,

(b) a list of modifications recommended by the manufacturer (service bulletins, etc.), and

(c) a list and description of modifications made by the previous owners.

(2) A summary and date of past maintenance inspections and the operating hours since the last inspection of each type.

6. Example of Standard Application Form for a French Type Certificate for Import.

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1. a. Application for Type Certificate for Import: \_\_\_\_\_  
b. Application for Extension of Type Certificate for Import: (Type Certificate No.): \_\_\_\_\_

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2. Name of Applicant: \_\_\_\_\_

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3. Status of applicant with respect to aircraft to be certificated:  
Original Manufacturer: \_\_\_\_\_ Licensee: \_\_\_\_\_

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4. Applicant's Complete Address: \_\_\_\_\_

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5. Address of Production Plant: \_\_\_\_\_

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6. Aircraft Description:  
Make: \_\_\_\_\_  
Model: \_\_\_\_\_

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7. Descriptive Documents (enclose copies with application):  
a. FAA Type Certificate No. \_\_\_\_\_  
b. FAA Type Certificate Data Sheet dated \_\_\_\_\_

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8. FAA Type Certification Basis (FAR): \_\_\_\_\_

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9. Date: \_\_\_\_\_

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10. Applicant's Title and Signature: \_\_\_\_\_

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FEDERAL REPUBLIC OF GERMANY (FRG)  
SPECIAL REQUIREMENTS FOR THE IMPORT OF  
AERONAUTICAL PRODUCTS FROM THE UNITED STATES

(Revised July 30, 1979)

1. INTRODUCTION. This document prescribes special requirements supplementing the Agreement on the reciprocal acceptance of export certificates of airworthiness. It is based on the Bilateral Agreement between the Governments of the United States and the Federal Republic of Germany of May 31, 1974, and on the laws, regulations, and requirements applicable in the Federal Republic of Germany (FRG). The airworthiness authority in the FRG is the Luftfahrt-Bundesamt (LBA).

2. ELIGIBILITY.

2.1 Aircraft or other Class I products to be eligible for airworthiness certification by the LBA under the provisions of this document must in addition to the requirements prescribed in Part 21, Subpart L of the U.S. Federal Aviation Regulations, be eligible for airworthiness certification in the United States "Standard" classification and comply with the applicable additional requirements under paragraph 6 and of the enclosure hereto.

NOTE: Aircraft or other Class I products eligible for certification in the United States "Restricted", "Limited", or "Experimental" classification will be considered on an individual basis.

2.2 Class II and III products to be eligible for export to the Federal Republic of Germany must comply with the applicable provisions of Part 21, Subpart L of the U.S. Federal Aviation Regulations.

3. AERONAUTICAL PRODUCTS REQUIRING APPROVAL.

3.1 Deviating from the U.S. definition of Class I and Class II products, the following aeronautical products require LBA approval by issuance of a Type Certificate:

- (1) Airplanes.
- (2) Rotorcraft (Helicopters, Gyroplanes and Rotodynes).
- (3) Airships.
- (4) Powered Sailplanes.
- (5) Sailplanes.
- (6) Manned Balloons.

- (7) Personal Emergency and Auxiliary Parachutes.
- (8) Aircraft Engines.
- (9) Aircraft Propellers.

(10) Radio Equipment to be installed in aircraft as per Nos. 1 through 6 above.

3.2 Details on LBA type approval of an aeronautical product listed under paragraph 3.1 Nos. 1 to 10 and of any change that product may undergo (as f.i. under the provisions of Subpart E of FAR Part 21) are specified in paragraphs 4.1 to 4.5.

3.3 Items of equipment, which have a major influence on the airworthiness of aircraft or on the safety of the occupants, e.g., flight and navigation instruments, electronic equipment, life saving equipment, and which can be categorized as U.S. Class II or Class III product, must be LBA approved in accordance with the provisions of paragraphs 3.5 and 3.6. A list of these items is available on request from the Luftfahrt-Bundesamt (LBA).

3.4 For approval of any other Class III product, i.e., standard parts, a certified statement by the product manufacturer (Approval Tag for Class III products according to FAR 21.333) will be accepted by the LBA, if the product in question is accepted for use with regular Class I and Class II products.

3.5 Approval of equipment, except radio equipment (see paragraphs 3.1 and 3.7), installed in aircraft to be exported to the FRG as listed in the FAA approved equipment list of that aircraft, may be covered by the LBA type certificate of that aircraft (paragraph 4.5 remains unaffected).

3.6 Items of Class II or Class III equipment as under paragraph 3.3, which are exported separately to the FRG and which are not spare parts of certificated aircraft, may receive a separate LBA approval, provided the relevant equipment has already been FAA approved, e.g., by TSO Authorization as per FAR Part 21, Subpart O. The procedures which must be followed in this case are specified in paragraph 5.

3.7 Each item of LBA approved equipment to be exported to the FRG must be airworthy and must comply with the LBA approved design. It must be identified by an Airworthiness Approval Tag (FAA Form 8130-3). The same will apply for each major component as of U.S. Class II to be used as a spare part with a Class I product which had been type certificated by the LBA.

3.8 Radio equipment must in any event be approved separately as a type by the LBA.

3.9 Integrated systems must be certificated with the aircraft.

4. HOW TO OBTAIN A GERMAN TYPE CERTIFICATE.

4.1 Applicant. The applicant for a German type certificate ("Musterzulassung") or a change thereof must be the manufacturer or, where applicable, the U.S. type certificate holder.

In some special cases it may be possible to accept an application for an LBA type certificate from a person who is not the manufacturer (type certificate holder), provided the applicant furnishes proof that he has been duly authorized and is capable to assume complete responsibility for the product in regard to [[the word "of" deleted]] continuing airworthiness.

4.2 Competent Authority and Procedure.

4.2.1 The application for an LBA type certificate or change of type certificate (see paragraph 4.5) and any documents the LBA may require in this context and as they are listed as a minimum under paragraph 4.4 must be forwarded to:

Luftfahrt-Bundesamt  
P.O. Box 370  
3300 Braunschweig  
Federal Republic of Germany

Telex: 952701 Phone: (0531) 3902-1  
Cable: Bundesluft Braunschweig

A copy of the application letter shall be sent to the appropriate FAA aircraft certification office as well as to:

Department of Transportation  
Federal Aviation Administration  
Europe, Africa, and Middle East Region  
c/o United States Embassy  
15 Rue de La Loi  
B-1040 Brussels, Belgium

4.2.2 The LBA will acknowledge receipt of the application and establish the procedure, including:

(a) definition of the certification basis (see paragraph 4.3);

(b) details on information and data required in addition to the documents listed under paragraph 4.4;

(c) date and place of the LBA visit to the appropriate FAA aircraft certification office and the manufacturer's facilities; and

(d) date and place of the certification test flight to be performed by the LBA, if applicable, with the relevant FAA offices being informed accordingly.

#### 4.3 Certification Basis.

4.3.1 The basis for the LBA type certification will be the applicable requirements established or adopted by the FRG. Moreover, the additional requirements listed under paragraph 6 and, where applicable in the enclosure, must be met. The LBA may grant exemptions, if the level of safety is not impaired.

NOTE: "Applicable requirements" means: for products undergoing certification and for products currently in production:

(i) the applicable FAR including each special condition upon which the issuance of the U.S. type certificate is based; or

(ii) those airworthiness requirements of the same date at which U.S. certification was based;

for products no longer in production, such airworthiness requirements as the LBA finds acceptable in the particular case.

4.3.2 In particular cases, especially for aeronautical products of unconventional design, and in order to meet standards required by the German operating regulations, the LBA may establish additional airworthiness requirements which are necessary to ensure an acceptable level of airworthiness.

#### 4.4 Documents Required for Type Certification.

4.4.1 Aircraft. For the issuance of an LBA type certificate for an aircraft, the following or equivalent documentation (copies acceptable) must be submitted:

(a) FAA Type Certificate (TC).

(b) The latest issue of the FAA Type Certificate Data Sheet (advance copy may be accepted).

(c) FAA approved Airplane Flight Manual and/or Pilot's Operating Handbook and "Flughandbuch" in accordance with paragraphs 6.1 and 6.2, where applicable.

(d) Description of the aircraft (e.g., Aircraft Detail Specification).

(e) A list of all documents submitted for FAA type certification.

(f) Manufacturer's Compliance Checklist.

- all amendments.
- (g) Type Inspection Authorization (TIA) including
  - (h) Type Inspection Report, Part II (Flight).
  - (i) A list of documents necessary for safe operation and continuing airworthiness of the aircraft including equipment, i.e., Operating, Maintenance, Overhaul and Repair Manuals.
  - (j) The Weight and Balance Manual.
  - (k) The FAA approved Master Equipment List and Optional Equipment list.
  - (l) A list of radio communication and navigation equipment.
  - (m) A Parts Catalogue relating to the aircraft and major equipment.
  - (n) A complete set of information on modifications and on special inspections (e.g. Service Bulletins).

The LBA may request additional information and data. For language requirements see paragraph 6.1.

NOTE: (1) The above listed documents will be kept on file with the LBA.

(2) The applicant must forward to the LBA all revisions (pertinent to the German type certificate) to the above listed documents, Service Bulletins and other pertinent data as soon as these are available.

(3) The LBA reserves the right to request the documents contained in the lists under (e) and (i).

(4) Microfilm/-fiche documentation is acceptable.

#### 4.4.2 Radio Equipment.

4.4.2.1 For the issuance of an LBA type certificate for radio equipment, the following or equivalent documentation must be submitted:

- (a) One copy each of

1 the manufacturer's Statement of Conformance submitted to FAA.

2 TSO Authorization or other evidence of FAA approval.

3 the TSO Compliance Test Report.

(b) Technical Manuals. (e.g., Instruction Manual, Maintenance/Overhaul Manual, Installation Manual) shall contain information relative to the physical, mechanical, and electrical characteristics of the radio equipment concerned. The manuals shall provide all useful and necessary installation, operation, maintenance, and parts information on the major units of the system such as receiver/transmitter, indicator, antenna, control unit. The manuals shall be the latest issue.

(c) Operational Information. If the appropriate technical manuals do not provide operational information presented from the pilot's point of view, the manufacturer has to prepare a handbook (e.g., Pilot's Guide, Pilot's Manual) and has to furnish operational information and details on the control functions.

(d) One specimen of illustration each of the name plated used to mark the major units of the system.

The LBA may request additional information and data.

NOTE: (1) The above listed documents will be kept on file with the LBA.

(2) The applicant must forward to the LBA all revisions (pertinent to the German type certificate) to the above listed documents, Service Bulletins, and other pertinent data as soon as these are available.

4.4.2.2 Radio equipment must pass a spurious emission test performed by the Fernmeldetechnisches Zentralamt (FTZ) of the Deutsche Bundespost (German Post Authority); the corresponding FTZ letter must be submitted to the LBA.

The manufacturers or his authorized agent have to forward the application for above test to:

Deutsche Bundespost  
Fernmeldetechnisches Zentralamt  
Postfach 800  
6100 Darmstadt  
Federal Republic of Germany

NOTE: The spurious emission test must have been performed before the application for certification of the equipment is submitted to the LBA.

4.4.3 Products Other Than Aircraft and Radio Equipment.  
For engines, propellers: Documents corresponding to those under 4.4.1



as applicable. For personal emergency and auxiliary parachutes: At least the documents as per paragraph 4.4.2.1 (a).

4.5 Changes to Type Certification. Each change of a product under LBA type certificate must be LBA-approved in accordance with the procedure under paragraph 4.2 for its inclusion in the type design.

Changes in this context are:

a) "Major changes" according to FAR 21.93(a); and

b) Changes covered by a supplemental type certificate in accordance with FAR Part 21, Subpart E.

Formal LBA consent must also be sought for any revision or supplement of a Flight Manual (Pilot's Operating Handbook), regardless of such a document being required in the U.S. or not (see paragraph 6.2), and including its German version as applicable.

## 5. HOW TO OBTAIN LBA EQUIPMENT APPROVAL.

(For radio equipment see paragraphs 3.1 and 4.4.2)

5.1 Applicant. The applicant for LBA approval of U.S. Class II and Class III equipment as referred to under paragraphs 3.3 and 3.5 must be the manufacturer.

### 5.2 Procedure.

5.2.1 The application for LBA equipment approval shall be made by letter (for address see paragraph 4.2) with copy to the appropriate FAA Aircraft Certification Office, stating the specification the equipment complies with. Relevant documentation as per paragraph 5.3 must be included.

5.2.2 The LBA will acknowledge receipt of the application and inform the applicant of any additional requirements found necessary to assure an acceptable level of safety. Furthermore, the LBA will advise date and place of a visit to the manufacturer's facilities, if such a visit is desirable.

5.3 Documents required for LBA equipment approval. The following documentation must be submitted:

(a) One copy each of

1 the manufacturer's Statement of Conformance submitted to FAA.

2 the design approval letter or the Letter of Acceptance issued by FAA.

3 FAA Supplemental Type Certificate (STC).

4 FAA approved drawing list.

5 The Equipment Qualification or TSO Compliance Test Report.

(b) Drawings and such descriptive information as will define the equipment sufficiently for LBA to decide, whether additional requirements according to paragraph 5.4 have to be prescribed.

(c) A list of operating, maintenance, overhaul and repair manuals and documentation necessary for safe operation and continuing airworthiness of the equipment.

(d) A copy of the Installation Manual, where appropriate.

(e) A complete set of information on modifications and on special inspections (e.g., Service Bulletins).

NOTE: A revision service shall be provided.

5.4 Notification of Additional Requirements. Additional requirements which the LBA may prescribe will be those found necessary to:

(a) Provide a level of safety equivalent to that provided for by LBA requirements and practices and as are necessary to comply with the German operating regulations.

(b) Cover features which are not covered by existing requirements and practices.

(c) Provide such failure analyses as are needed to ensure that the equipment is airworthy, when installed in accordance with the equipment manufacturer's instructions.

5.5 Changes of Products Under LBA Equipment Approval. Each design change of a product requiring substantially complete investigation for showing compliance with any requirement forming part of the specification found acceptable to the LBA and hence can be classified a "major change" must be notified to the LBA together with written evidence of FAA approval.

## 6. ADDITIONAL REQUIREMENTS FOR TYPE CERTIFICATION OF AIRCRAFT.

6.1 Language. Except where an exemption is granted as indicated below, all operating instructions (including markings and placards) must be provided in the German language.

Exemptions: Operating instructions except placards for passengers for all multiengine airplanes and for rotorcraft of more than

2,000 kg (4,400 lbs) maximum weight. Maintenance instructions may be in English except for sailplanes, powered sailplanes, manned balloons, and parachutes.

NOTE: The LBA Gerate-Kennblatt (Type Certificate Data Sheet) will specify which of the documents accompanying the individual imported aircraft must be in German, if any.

6.2 Flight Manual or Pilot's Operating Handbook. Contrary to the U.S. practice a Flight Manual is required for each kind of aircraft regardless of weight. The Flight Manual (Pilot's Operating Handbook) in the German language (see paragraph 6.1) should correspond to GAMA scheme or equivalent and needs LBA approval. As to revisions to the German Flight Manual (Flughandbuch) refer to paragraph 4.5.

6.3 Noise Limits. According to the "Luftverkehrsgesetz" (German Aviation Act), an aircraft will be eligible for a Certificate of Airworthiness ("Lufttüchtigkeitszeugnis") only, if its noise level is as low as technologically practicable, and appropriate to the type of aircraft to which it applies. For conformity, the German noise requirements based on ICAO Annex 16 must be complied with. For subsonic turbine powered airplanes and propeller driven airplanes over 5,700 kg (12,500 lbs) FAR Part 36 of the Federal Aviation Regulations is an acceptable means of compliance.

6.4 Anticollision lights and color markings. All airplanes, rotorcraft and airships must be equipped with anticollision lights in accordance with the applicable FAR's. As to sailplanes and powered sailplanes, conspicuous color painting may be used instead of anticollision lights for flights at daylight. The latter is also applicable to one and two seated airplanes with a maximum weight of less than 600 kg (1,300 lbs). Detailed information is available on request from the LBA.

#### 6.5 Installation of Shoulder Harnesses.

(a) In a more stringent interpretation of FAR 23.785(g) up to Amendment 19, the front seats of normal and utility airplanes must be equipped with either a shoulder harness or a belt and diagonal shoulder strap. The installation must meet the applicable FAR requirements.

(b) Seats of acrobatic category airplanes must be equipped with a shoulder harness approved for acrobatic flight for each occupant. The installation must meet the appropriate FAR requirements.

## 7. DOCUMENTS FOR CERTIFICATION OF THE INDIVIDUAL AERONAUTICAL PRODUCT.

7.1 Aircraft. The individual aircraft covered by an LBA type certificate and exported to the FRG should be accompanied by the following documentation:

(a) A current United States Export Certificate of Airworthiness, stating the aircraft's conformance with the LBA Geratekennblatt (Type Certificate Data Sheet).

(b) A copy of all relevant operating instructions stated in the LBA Geratekennblatt (Type Certificate Data Sheet) (i.e., Flight Manual, Weight and Balance Manual, Equipment List, and placards).

(c) For used aircraft, a current aircraft file containing at least the following information: operational time of the aircraft, its engines, propellers, major equipment and components (e.g., engine logbooks, and records), maintenance repairs, and modifications.

(d) A statement of compliance as to the noise requirements of paragraph 6.3, if noise certification was not part of the type certification of the aircraft.

NOTE: (1) Any major change in type design certified according to FAR Part 21, Subpart D or E has to be accepted by the LBA and must be identified in the LBA Geratekennblatt and/or in the operating instructions for that special type of aircraft.

(2)(i) The "Flughandbuch" (German Flight Manual), if required in the LBA Geratekennblatt, as well as the German placards may be added in Germany prior to the inspection of the aircraft conducted for the purpose of German registration.

(ii) The Maintenance Manual must be made available on request.

(iii) Further documents will be requested for the registration of an aircraft. Information on aircraft registration is available on request from the LBA.

7.2 Aircraft Engines and Propellers. Engines and propellers covered by the LBA type certificate and exported to the FRG should be accompanied by the documents as per paragraph 7.1 as applicable.

7.3 Parachutes. Parachutes exported to the FRG must be identified by an Airworthiness Approval Tag (FAA Form 8130-3). In addition, emergency and auxiliary parachutes covered by an LBA type certificate (see paragraph 3) should be accompanied by all relevant operating instructions stated in the LBA-Geratekennblatt (Type Certificate Data Sheet).

7.4 Equipment and Standard Parts. For LBA approved equipment, including radio equipment and auxiliary power units, exported to the FRG see paragraph 3.7. As to documentation which must be furnished with radio equipment see paragraph 4.4.2. For standard parts exported to the FRG see paragraph 3.4.

## FEDERAL REPUBLIC of GERMANY

ENCLOSURE I1. SUPPLEMENTARY AIRWORTHINESS REQUIREMENTS FOR NORMAL, UTILITY AND ACROBATIC CATEGORY AIRPLANES.

1.1 Glider Towing. If certification for the purpose of use for glider towing is requested, compliance with the applicable airworthiness requirements must be shown in connection with the type certification of the airplane. Requirements for glider towing will be available on request from the LBA.

1.2 Parachute Jumping. If certification for the purpose of use for parachute jumping is requested, compliance with the appropriate airworthiness requirements must be shown in connection with the type certification of the airplane. Requirements concerning provision for parachute jumping will be available on request from the LBA.

1.3 Spins. If approval for spins is sought, compliance with the requirement FAR 23.807(b)(5) must be shown.

2. SUPPLEMENTARY AIRWORTHINESS REQUIREMENTS FOR AIRCRAFT INTENDED FOR USE IN COMMERCIAL OPERATION. In connection with additional equipment as it may be required by the German operating regulations in regard of certain operational aspects, supplementary airworthiness requirements could come into effect. The LBA is prepared to inform on an individual basis according to the case under consideration.

REPUBLIC OF GUATEMALA - SPECIAL REQUIREMENTS

(New - August 26, 1981)

1. Aircraft and Aeronautical products to be eligible for export to the Republic of Guatemala from the United States must be exported in accordance with the provisions described in Part 21 of the United States Federal Aviation Regulations Subpart L.

a. An export Certificate of Airworthiness will be required by the Republic of Guatemala Civil Aviation Authority for all Class I products exported from the U.S. to Guatemala.

b. The following additional documents will be required:

1. Log books for aircraft engines and propellers.

2. Up-to-date airplane flight manual translated into the Spanish language.

3. Weight and balance report and equipment list not older than six months.

4. Record of major repairs, alterations to aircraft engines and propellers i.e.; FAA Form 337 [[Major Repair and Alteration]].

5. Maintenance manual, structural repair manual, service bulletins incorporating latest up-to-date revisions for aircraft, engines, propellers, and appliances.

6. A complete list of Airworthiness Directives notes and mandatory service bulletins applicable to the aircraft, engine, propeller or appliance indicating method of compliance, date of compliance, signature of licensed individual and certificate number.

7. A copy of latest up-to-date specification for aircraft, engines, and propellers.

c. Class II and Class III products shall be exported in accordance with the provisions prescribed in Part 21 of the U.S. Federal Aviation Regulations.

## REPUBLIC OF HONDURAS - SPECIAL REQUIREMENTS

(New - November 6, 1981)

1.) The aeronautical products and aircrafts exported to the Republic of Honduras from the United States of America, should be exported in accordance with the Part 21 of the U.S. Federal Aviation Regulations Subpart L.

a) An Airworthiness Certificate for Export is necessary for the Civil Aeronautics Authorities of the Republic of Honduras for aircrafts exported from the United States to Honduras.

b) The following additional documents are requested:

1) Log book for Engines and Propellers Aircraft Maintenance Manual up-to-date and if possible translated to Spanish Language Weight and Balance report not older than six months;

2) Record of engines and propeller major repairs and alterations also from the aircraft i.e., FAA Form 337 [[Major Repair and Alteration]].

Maintenance and estructural reparation Manual Services Bulletin including the last revisions for the aircraft, engines, propeller and spare parts.

A complete list of notes Airworthiness Directives and mandatory Bulletins Services applicable for the aircraft, engines, propellers and spare parts indicating the correct method of compliance asaid bulletins, signature of the individual licence and certificate number.

3) The products Class II and III should be exported in accordance with the provisions prescribed on the Part 21 of the Federal Aviation Regulations.



HONG KONG - SPECIAL REQUIREMENTS

(New March 14, 1977)

The territory of Hong Kong has the status of a British Crown Colony under the United Kingdom. When exporting aeronautical products to Hong Kong, the Special Requirements of the United Kingdom (appendix 2 [[of this advisory circular]]) should be similarly observed.

## REPUBLIC OF INDIA - SPECIAL REQUIREMENTS

[[Reprinted from AC 21-2F dated August 7, 1987]]

1. When an aircraft/engine/component exported to India is the first of a model, the manufacturer must supply to the Director General of Civil Aviation the following documents and subsequent revisions:

a. Copies of type certification documents and relevant drawings, specification, etc.

b. Two sets of maintenance manuals.

c. Two sets of overhaul/shop manuals.

d. Two sets of engine operations manuals.

e. One set of flight manuals, if applicable.

f. One set of repair manuals.

g. Two sets of Service Bulletins and subsequent new issues in addition to revisions.

h. Recommended maintenance schedules.

2. The exporter must show evidence that the products or parts thereof were manufactured under one or more of the following approvals, unless otherwise approved by the Government of India, Director General of Civil Aviation:

a. The current valid FAA Production Certificate for the product involved, as outlined in Subpart G of Part 21 of the FAR.

b. An FAA-Approved Production Inspection System (FAA-APIS) letter of approval, as stated in Subpart F of Part 21 of the FAR.

c. An FAA Replacement and Modification Parts Manufacturers Approval (FAA-PMA) letter of approval issued by the FAA in accordance with Subpart K of Part 21 of the FAR. In this case, each part (or package of small parts) must be marked with the symbol "FAA-PMA" to indicate approval. In addition, each part (or package of small parts) must be marked with the company's name (or trademark), the part number, and the make and model of the type certificated product on which the part is eligible for installation. The make and model information may be on a tag attached to the part (reference FAR 45.15 and FAA Advisory Circular No. 21.303-1A).

d. A Technical Standard Order (TSO) acknowledgement or authorization letter, issued by the FAA per FAR Part 21, Subpart O, or those airworthiness parts of the FAR relative to the products involved.

3. Reconditioned, used, or surplus parts must be accompanied by a certification statement signed by an FAA certified repair station holding a currently valid approval certificate, or by a certified aircraft and powerplant mechanic, as provided for under FAR Parts 145 and 65, respectively. The return to service maintenance records required by FAR 43, appendix B, shall accompany the parts.

4. In all instances, suppliers must certify on the face of their invoice that the product involved was manufactured under one or more of the following procedures; i.e., FAA PC No. \_\_\_\_; FAA-APIS letter dated \_\_\_\_; FAA-PMA letter dated \_\_\_\_; TSO No. \_\_\_\_; SAE No. \_\_\_\_; MIL Spec. \_\_\_\_; other Government or Industrial Specifications \_\_\_\_.

## REPUBLIC OF INDONESIA - SPECIAL REQUIREMENTS

(Revised December 1, 1988)

SECTION 1 INTRODUCTION. The development of aviation in Indonesia in the last few years dictates the special requirements as stated in FAA Advisory Circular AC 21-2E, dated May 18, 1981, need be revised as follows:

A. Administration and Procedures.

(1) The procedures which must be followed to obtain Indonesian Certification are dealt within the current issue of Civil Aviation Safety Regulations Part I.

(2) Aircraft and other Class I products, to be eligible for export to Indonesia, should be covered by Export Certificate of Airworthiness issued under Part 21 of the United States Federal Aviation Regulations.

(3) An Export Certificate of Airworthiness and the supporting data and other material required to be furnished in accordance with these requirements should be delivered to the Directorate General of Air Communications, Jalan Angkasa I No. 2, Jakarta, P.O. Box 389, Indonesia.

(4) The Export Certificate of Airworthiness shall be accompanied by documents (e.g., aircraft logbook, engine logbook, propeller logbook, etc.) furnished by the applicant, which contains entries identifying those applicable Airworthiness Directives (AD's) with which compliance has been achieved. These documents shall also identify those AD's containing repetitive compliance requirements, and when next compliance is due to be satisfied. All AD's must have been complied with, prior to issuance of the U.S. Export Certificate of Airworthiness.

(5) The applicant for a U.S. Export Certificate of Airworthiness is also responsible for satisfying all other Indonesian Special Requirements (identified in Section 2), as appropriate, for the particular product being exported to Indonesia and all applicable sections of FAR 21, before the U.S. Export Certificate of Airworthiness can be issued.

B. Delivery of Aircraft.

(1) In addition to the requirements stated in the Special Requirements (identified in Section 2), an aircraft which is being exported to Indonesia via flyaway should display Indonesian Nationality and Registration Marks and carry the following documents onboard the aircraft during delivery flight:

(i) Indonesian Certificate of Registration.

- (ii) Indonesian Delivery Flight Authorization.
- (iii) U.S. Export Certificate of Airworthiness.
- (iv) Signed copy of telegram to Jakarta referred to in paragraph B(3) of this section.
- (v) Certificate of Deregistration or written statement certifying that the aircraft has never been registered in USA, issued by FAA.
- (vi) Letter of authority to cover the use of installed radio apparatus for the duration of the delivery flight.
- (vii) Approved flight manual, operation manual, maintenance manual, and such other documents as may be essential to the safe operation of the aircraft.

(2) It will be the responsibility of the Indonesian purchaser to ensure that the identification markings are properly displayed upon the aircraft prior to departure from the exporter's base and to ensure that the necessary flight documents are installed and carried in the aircraft during the delivery flight.

(3) The Directorate General of Air Communications, Jakarta, should be advised by telegram of the issuance of an Export Certificate of Airworthiness in respect of any aircraft which is to be exported to Indonesia via flyaway.

Advance notification by telegram of the following particulars is required in respect of each aircraft being exported by flyaway: the reference number of the Export Certificate of Airworthiness being issued; the subject aircraft type; serial number; and assigned Indonesian identification markings.

The telegram shall be transmitted to the Director General of Air Communications, Jakarta (cable address: Civilair, Jakarta-Indonesia; Telex 49482 CIVAIR IA; Fax No. 62-21-420-4268) by the exporter. In addition, a telegram pertaining to the cancellation of the aircraft from the United States Aircraft Register, shall be transmitted to the same address.

The responsibility for sending these telegrams, cables and/or Facsimile messages and any expense involved lies with the exporter.

(4) An aircraft which is being exported to Indonesia other than via flyaway, the following documents shall be delivered to the Director General of Air Communications, Jalan Angkasa I No. 2, Jakarta, P.O. Box 389, Indonesia.

- (i) Export Certificate of Airworthiness.

(ii) Letter certifying that the U.S. registration of the aircraft has been canceled from the state registry/exporting state.

(5) An aircraft to be operated in Indonesia must be equipped with:

(i) HF Communication (Ref. CASR Part 42).

(ii) Emergency Locator Beacon for Aircraft (Ref. DGAC Decision Letter No. SKEP/982/IV/1977 dated April 22, 1977).

(iii) ATC Transponder

(iv) All turbine engine powered aircraft with:

- MTOW of more than 20,000 kg should be equipped with Flight Data Recorder

- MTOW of more than 27,000 kg should be equipped with Cockpit Voice Recorder.

Ref. DGAC Decision Letter No. SKEP/112/VI/1979 dated June 18, 1979.

SECTION 2 SPECIAL - REQUIREMENTS. The following identifies those special administrative requirements which must be satisfied at the time of export for a particular product/aircraft to be eligible for Indonesian Registration Certification and/or Airworthiness validation.

The following documents and data should be delivered to the Director General of Air Communications, Jakarta, Indonesia:

A. New Aircraft.

\* (1) Statement of Build Standard. This statement to include the aircraft specification, differences from previously accepted aircraft on the Indonesian Register (as required by Indonesian Special Conditions) and a list of Service Bulletin's incorporated in production. The list of Service Bulletin incorporation is to identify:

(i) Production versions of the Service Bulletins.

(ii) Service Bulletin Compliance.

(iii) Alert Service Bulletin Compliance.

(2) Modification Standard. This must include:

(i) Customer options incorporated.

(ii) Equipment incorporated, including items of equipment not necessarily installed by the manufacturer.

(iii) Service Bulletin Compliance.

(iv) Alert Service Bulletin Compliance.

(3) Export Certificate of Airworthiness. Included with the Certificate must be a clear statement of those Indonesian Special Conditions which have been complied with, as well as a statement of those conditions for which compliance has not been shown.

(4) Airworthiness Directives. A declaration of compliance with all Airworthiness Directives issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated.

\* (5) A copy of the aircraft type certificate plus any applicable supplemental type certificates.

(6) A list of defects to be rectified by the Indonesian Operator at the time of issue of the Export Certificate of Airworthiness, if any.

(7) Engine/airframe/propeller/APU logbooks.

\* (8) MRB program, where applicable.

(9) Time/life limitations.

\* (10) Electrical load analyses.

\* (11) Minimum equipment list.

\* (12) Wiring diagram.

(13) Weight schedule and weighing report.

(14) <u>Manuals:</u>	<u>Number Required</u>
* (i) Flight Manual.	2
or	
* (ii) Maintenance Pilot Operating Handbook.	2
* (iii) Operations.	2
* (iv) Weight and Balance, Loading Procedures.	1
* (v) Overhaul.	1
* (vi) Structural Repair.	1
* (vii) Component Overhaul.	1
* (viii) Engine Maintenance and Overhaul.	1
(ix) Standard practices.	1
* (x) NDT.	1
* (xi) Structurally significant items.	1
* (xii) Maintenance Planning Guide.	1
* (xiii) Parts Catalogue.	1

\* (15) One copy of the flight test report.

(16) Record of Compass System and Magnetic Compass Swings.

(17) Record of rigging checks.

(18) Detailed list of radio equipment constituting the radio station.

(19) Antenna performance patterns.

(20) List of Serial Numbers of significant component parts, including Serial Numbers, which are not listed in (14)(xiii).

\* NOTE: Required only with first aircraft of a particular type and model exported to Indonesia.

B. USED AIRCRAFT. In addition to the information referred to above, the following requirement is also required for used aircraft to be imported into Indonesia.

1. A used aircraft shall have a service history acceptable to the Directorate General of Air Communications.

2. The aircraft shall be made available to the Directorate General of Air Communications for survey at a suitable time and for such period as necessary prior to certification.

3. The aircraft shall be prepared to permit access to its structure, control system, equipment and installation, and such tests and checks as required by the Directorate General of Air Communications shall be performed.

4. All Airworthiness Directives (mandatory modifications and inspections) issued by the State of Manufacturer and/or the State of



Registry shall be complied with. An Airworthiness Directives Compliance Record shall be produced.

5. An up-to-date record of modifications and service bulletins embodied shall be produced.

6. The following documents must be supplied:

(i) Documents relating to deregistration of the aircraft from previous register of the State of Registry.

(ii) Legal documents relating to previous ownership of the aircraft.

(iii) Documents relating to change of ownership, purchase contract, etc.

(iv) Log book or equivalent records for the aircraft, engines and propellers (if applicable).

(v) Aircraft Acceptance Flight Test Report.

7. The following minimum information shall be supplied in respect of each used aircraft for which a Certificate of Airworthiness is applied:

(i) The total airframe hours since manufacture.

(ii) The total number of landings.

(iii) The total number of cabin pressurization cycles and the pressure to which the cabin has been subjected during its life.

(iv) A statement describing the post operational life and uses of the aircraft, including any special mission role.

(v) A record of all major structural component changes such as those of wings, tailplane, etc., and the individual history of such components.

(vi) A record of all time-controlled items, including details of service life remaining and modification standards.

(vii) A record of last overhaul or major check carried out.

(viii) A record of all major repairs, including the nature of the damage in each case, e.g., corrosion, cracking, accidental damage, etc.

(ix) A record of aircraft accidents, if any.

(x) The seller's Approved Maintenance Schedule or maintenance program to which the aircraft has previously been maintained including:

(a) Previous check cycle.

(b) Future check cycle.

(c) Compliance with Service Bulletins required by the State of Registry and/or required by DGAC Indonesia.

(d) Compliance with structural inspection program. This is to include details of any structural sampling program in which the aircraft has been included, together with details of its position in this program.

B. The aircraft upon arrival in Indonesia shall be reported to the appropriate authorities dealing with importation of such aircraft and shall be made available for performance test and inspection as deemed necessary by the DGAC.

C. Aircraft Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21, (Subpart L).

D. Engine/Propellers.

(1) Export Certificate of Airworthiness (FAA Form 8130-4).

(2) Compliance with FAR 21, (Subpart L).

(3) Statement of Service Bulletins complied with.

NOTE: Used engine/propellers to be exported to Indonesia in addition to above requirements shall be accompanied by log books stating the number of hours, number of cycles, and the remaining life hours or cycles subject to the life limitation of its components.

E. Engine/Propellers Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21, (Subpart L).

F. Appliances.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

G. Components.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21, (Subpart L).
- (3) A statement of Service Bulletin compliance standard.

## IRELAND - SPECIAL REQUIREMENTS

[[Reprinted from AC 21-2F dated August 7, 1987]]

1. Aircraft and other Class I products to be eligible for certification by the Department of Transport and Power should be covered by Export Certificates of Airworthiness, as provided for in Part 21 of the United States Federal Aviation Regulations.
2. Class II and III products will be exported in accordance with procedures prescribed in Part 21 of the United States Federal Aviation Regulations.
3. Export Certificates of Airworthiness and other related data should be forwarded to the foreign purchaser, inasmuch as the Department of Transport and Power requires that the applicant (the foreign purchaser) shall submit to that Department such substantiating evidence as may be necessary to establish airworthiness and eligibility for registration and certification by that Department.
4. In addition to the foregoing, applicable parts of the following special requirements prescribed by Ireland will be complied with when exporting aircraft.

a. If the aircraft is the first (see 1/) of a model exported to Ireland, the following material will be furnished with the new aircraft.

(1) A copy of the Type Flight Test Report. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained in, or furnished with, the Type Flight Test Report shall have been corrected to standard atmospheric conditions, and a statement to this effect shall be made a part of the report. Established operational limitations, speeds, and approved loads shall be indicated.

(2) A copy of the manufacturer's production flight test report applying to the aircraft in question including a copy of the flight checkoff form utilized with respect to the testing of the aircraft.

(3) Three-view drawings of the major assemblies, installations, and primary structure.

1/ When in doubt as to whether an aircraft is the first of a model, contact the air authority of the importing country.

(4) A type record or stress analysis summary or equivalent documentation showing, for all members of the primary structure, their design load, dimensions, materials, strength and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests.

(5) A statement by an authorized representative of the manufacturer to the effect that all pertinent information, modification service bulletins, and revisions to such bulletins will be automatically distributed to the Department of Transport and Power, Kildare Street, Dublin, Ireland.

(6) One copy of a flight manual for each aircraft, and one copy of the operating, maintenance (including maintenance schedule), overhaul and repair manuals applicable to the aircraft, engine, propeller and equipment installed on the aircraft.

(7) A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft engines, propellers, and associated equipment.

(8) A copy of information or instructions essential to the assembly and rigging of the aircraft.

(9) A list of communications equipment installed, including model capacity, frequency, operating instructions, etc.

b. In case an aircraft of the same model has been exported to, and certificated in Ireland, the following documents or materials will be furnished by the exporter or by the government of the country of origin:

(1) The export certificate will list the propeller serial numbers, as well as the engine serial numbers.

(2) One copy of a flight manual for each aircraft; one copy of operating, maintenance (including maintenance schedule), overhaul and repair manuals if not already provided for in a.(6).

(3) A list of communications equipment installed, including model, capacity, frequency, operating instructions, etc.

## STATE OF ISRAEL - SPECIAL REQUIREMENTS

(Revised January 30, 1991)

The special requirements described below apply to the export to Israel of Aeronautical Products manufactured in the United States and certified as airworthy under a Bilateral Agreement between the United States of America and Israel, dated July 23, 1968 (amended on September 4, 1974).

1. Aircraft are eligible for export to Israel if an Israeli Type Certificate has been issued for them and if they comply with the applicable requirements of FAR Part 21, Subpart L.

2. Engines, propellers, and Class II and Class III products are eligible for export to Israel, without any additional requirements, if they comply with the applicable export requirements of FAR 21, Subpart L.

3. The following procedures are to be followed in order to obtain an Israeli Type Certificate for a USA manufactured aircraft:

(a) The holder of the FAA Type Certificate applies by letter for the issuance of an Israeli Type Certificate based on the FAA Type Certificate which he holds for the aircraft. The request is to be transmitted through the FAA to the Civil Aviation Administration of Israel (CAAI), Manager, Engineering and Manufacturing Branch, P.O. Box 8, Ben Gurion Airport 70150, Israel.

(b) The request should be accompanied, as applicable, by the following:

(i) A photocopy of the FAA Type Certificate and the Type Certificate Data Sheet (TCDS), and photocopies of the FAA TCDS of the engines and propellers.

(ii) One copy of the Flight Manual and Maintenance Manual or Instructions for Continued Airworthiness manual(s) of the aircraft.

(iii) One copy of Illustrated Parts Catalog.

(iv) A technical description of the aircraft including systems schematics, if not included in the Manuals.

(v) A compliance check list and, if applicable, the Type Certificate Decision Document.

(vi) A statement by the applicant that all revisions to pertinent operational and maintenance publications, including service bulletins, will be automatically sent to the Israel CAA, Manager, Airworthiness Department, P.O. Box 8, Ben Gurion Airport 70150, Israel.

(vii) For the engines and propellers, maintenance and installation documents, if specifically requested.

(c) Required Hebrew markings will be notified to the exporter, or alternatively may be completed in Israel prior to airworthiness certification.

(d) Operational regulations in Israel may require navigation equipment above that required for basic type certification, such as two-way R/T communication, VOR, transponder, etc. Any such requirement will be notified to the applicant.

(e) The applicant may be requested to present photocopies of various substantiation documents or drawings or to acquaint the CAAI personnel with the systems and structural design of the aircraft and allow CAAI pilots to perform flight tests. A copy of any such request will be sent to the FAA office that transmitted the application for the applicant.

4. Each aircraft exported to Israel must be accompanied by:

(a) An Export Certificate of Airworthiness which should refer to the FAA Type Certificate numbers of the aircraft, of the engine and propeller. The Export Certificate of Airworthiness should also list make, model and serial numbers of engines and propellers, and all STC's installed on the particular aircraft.

(b) Photocopies of all STC's installed in the particular aircraft. (Note: STC's might be accepted by reference or further information might be requested.)

(c) FAA approved airplane flight manual or equivalent.

(d) Weight and balance report with equipment list.

(e) Aircraft, engine, and propeller logbooks as applicable or other equivalent historical records.

(f) List of any special installations and modifications.

(g) A statement regarding the aircraft with respect to implementation of Airworthiness Directives and Service Bulletins if not included in (d) above.

(h) Major Repair and Alteration, FAA Form 337, or equivalent, if major repairs or alterations have been accomplished on the exported aircraft.

5. Engines, propellers, and Class II and Class III products shipped as spare parts shall be accompanied by an FAA Export Certificate of Airworthiness or Airworthiness Approval Tag, as applicable.

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6. Either FAR Part 36 or ICAO Annex 16 are acceptable noise standards in Israel.



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REPUBLIC OF ITALY - SPECIAL REQUIREMENTS

(Revised March 13, 1991)

1. INTRODUCTION. An RAI type design approval (Certificato di Omologazione del Tipo) for an aircraft is a prerequisite for issuance of an Italian certificate of airworthiness, or to permit a related product (e.g., aircraft, engine, appliances) to be installed on an aircraft having an Italian certificate of airworthiness. The RAI does not generally grant type design approvals for products manufactured outside Italy which are not intended for Italian utilization, except for articles to be installed on Italian manufactured products. Therefore, U.S. applicants for type design approval should provide RAI with evidence of intended Italian utilization at the time of application.

Approval of changes to the design (e.g., model changes) sought by the type certificate holder will be issued as amendments to the RAI type design approval.

Changes or production design improvements other than those to be dealt with under preceding paragraph, such as changes introduced by service bulletins, will be considered approved by the RAI upon approval by the FAA under its normal procedures provided information on the changes is supplied to the RAI by the Manufacturer and FAA.

The RAI may issue supplemental type certificates (Certificati di Omologazione del Tipo Supplementari) to grant approval for changes to a type design on aeronautical products for which a standard type certificate has been previously granted. The RAI will consider approving a change in type design (STC's) on a product made by an applicant in the U.S., provided the product has been type certificated by both the FAA and the RAI for standard category certification.

The RAI aircraft type design approval procedures are stated in the RAI Istruzione per il Servizio no. 011, copy of which may be requested to the RAI. These procedures follow basically the same criteria outlined in the FAA AC 21-23 dated July 7, 1987.

Aircraft type design approval usually is intended to cover both engine and propeller approval.

For aircraft engines and propellers, which are exported separately to Italy and which are not spare parts of certificated aircraft for which RAI is requested to approve the installation on Italian registered aircraft, the RAI will issue a Certificato di Omologazione del tipo. For appliances for which a performance standard has been published in the applicable Regolamento Tecnico RAI, approval may be granted by correspondence between the FAA and the RAI. Other forms of design approval may be issued when mutually agreed on by the FAA and the RAI. RAI will issue a Certificato di Omologazione del Tipo di parte (COTP) for such appliances.

The appropriate form of design approval may be issued to the applicant by the RAI after receipt of a statement from the applicant through the FAA, with confirmation by the FAA, that the design and performance of the appliance or article comply with the applicable TSO or other accepted standards; and receipt of all the required data pertaining to the proper installation, performance, operation, and maintenance of the appliance.

## 2. AIRWORTHINESS CERTIFICATION OF IMPORTED PRODUCTS.

2.0 GENERAL. Aircraft and related products manufactured outside Italy being imported to Italy must, for RAI airworthiness acceptance, be accompanied by an Export Certificate of Airworthiness or certifying statement issued by the Civil Airworthiness (CAA) of the State of manufacture or by the Exporting CAA in the case of a "third country", as addressed in Section 2.1. For products imported from U.S., the procedures established in Part 21, Subpart L of the FAR are generally acceptable by the RAI, provided the following further requirements are complied with.

2.1 Complete aircraft manufactured in the U.S. The RAI will accept the certification of the FAA on the airworthiness of an aircraft in making its finding that the aircraft is eligible for an airworthiness certificate. The certification by the FAA will attest that the aircraft:

- a. conforms to a type design approved by the RAI which meets the RAI's airworthiness and environmental standards as specified in the RAI's type certificate data sheet;
- b. is in a condition for safe operation, including compliance with applicable FAA mandatory airworthiness modifications and special inspections; and
- c. contains equipment which assures compliance with the RAI's operational requirements as notified by the RAI.

2.2 Deviations from the RAI type design. Any deviations from the RAI type design will be noted by the FAA on the certifying statement. Any such deviations will be resolved by the applicant/installer before an aircraft is eligible for an Italian airworthiness certificate, or a related product is eligible for installation on an aircraft having an Italian airworthiness certificate.

2.3 Products other than complete aircraft manufactured in the U.S. The RAI shall accept the evaluations of a product made by the FAA in making its finding that the product is eligible for installation on aircraft having an airworthiness certificate issued by the RAI, if the FAA makes a certification that the product conforms to a type design approval issued by the RAI to the manufacturer for installation on that type of aircraft and is in a condition for safe operation, including compliance with any

applicable mandatory airworthiness modifications, special inspection, and special requirements of the RAI.

2.4 Aircraft, aircraft engines, or propellers manufactured in a third State. In making its finding of eligibility for an airworthiness certificate or approval for an aircraft, aircraft engine, or propeller manufactured in a third State, the RAI shall accept the certification of the FAA as to the airworthiness of that aircraft, aircraft engine, or propeller, providing the FAA makes a certification to the RAI similar to that required in Section 2.1 or 2.3, as appropriate, and further providing that:

a) both the FAA and the RAI have approved the basic type design of the aircraft, aircraft engine, or propeller, as appropriate; and

b) in the case of an aircraft, the aircraft normally would have been registered and certificated in the U.S., or had been in the U.S. for the purpose of completion, e.g., interior installation.

### 3. SPECIAL REQUIREMENTS.

3.0 Provision of aircraft manuals, reports, and other documentation. Acceptance of the first of a type or model of aircraft into Italy is conditional upon the aircraft type design approval holder providing to RAI at no charge two copies of the Aircraft Flight Manual (or Pilot Operating Handbook), Maintenance Manual, Structural Repair Manual, Illustrated Parts Catalogue, Service Bulletins, and any other document necessary for safe operation and continuing airworthiness of the type of aircraft, together with all subsequent amendments to these documents. In addition, one copy of the following documentation is required and kept up-to-date as necessary:

- FAA Type Certificate and Data Sheet;
- Detailed Aircraft Specification;
- List of all documents submitted to FAA for Type Certification (the RAI reserves the right to request any individual document of this List);
- Manufacturer Compliance Checklist;
- Type Inspection Authorization, including all amendments;
- Type Inspection Report, Part II (Flight);
- Production Flight Test Report;
- Weight and Balance Manual;
- FAA approved Master Minimum Equipment List;

- Optional Equipment List;
- List of Radio Communication and Navigation Equipment;
- Antenna performance patterns, when available;
- Seating Configuration Approval Document;
- Engine and Propeller Maintenance and Overhaul;
- Component Overhaul;
- Maintenance Review Board Report, where applicable;
- Time/Life limitations; and
- Maintenance Planning Guide.

3.1 Cabin markings. For transport category and commuter category aircraft:

Markings and placards intended for passenger information, cabin and external emergency instructions and instructions for operation of passenger and cargo doors, must be presented in bilingual form Italian and English.

NOTE: The required Italian text will be notified to the exporter, or alternatively may be completed in Italy prior to standard airworthiness certification.

3.2 Aircraft engines and propellers. For engines and propellers, documents corresponding to those listed under Item 3 as applicable.

3.3 Documentation required for import products.

(a) All aircraft.

(1) Modification Standard. This must include:

- (i) customer options incorporated;
- (ii) equipment incorporated, including items of equipment not necessarily installed by the manufacturer;
- (iii) service bulletin compliance; and
- (iv) Alert Service Bulletin compliance.

(2) Export Certificate of Airworthiness. See Section 21.

(3) Airworthiness Directives. A declaration of compliance with all AD's issued by FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated.

(4) Supplemental Type Certificate (STC) incorporated. The STC's will be subject to RAI evaluation if not previously investigated.

(5) A list of defect to be rectified by the Italian operator at the time of issue of the Export Certificate of Airworthiness, if any.

(6) Engine/Airframe/Propeller/Auxiliary Power Unit logbooks.

(7) Seating configuration approval document, where appropriate.

(8) Time/Life limitations.

(9) Weight schedule and weighing report.

(10) Flight Manual or Pilot Operating Handbook.

(11) Record of rigging checks.

(12) Detailed list of radio equipment constituting the radio station.

(13) List of part numbers including serial numbers of significant components parts.

(b) Used Aircraft. In addition to the information referred to in the paragraph A above, the following is also required for used aircraft:

(1) The maintenance program to which these aircraft have previously been maintained including:

(i) previous check cycle; and

(ii) future check cycle.

(2) Component overhaul life summary, including details of life remaining and modification standards.

(3) Compliance with structural inspection program, including details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

(4) Flight test report according to production flight test schedule.

(5) Maintenance records. The products must be accompanied by maintenance records equivalent to those specified below that reflect the status of required inspections, life limits, etc.

(a) Records of the maintenance (including FAA Form 337 or equivalent), preventive maintenance, and alteration, and records of the 100-hour, annual, progressive, and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, rotor, and appliance of an aircraft. The records must include:

(1) a description (or reference to data acceptable to the RAI) of the work performed;

(2) the date of completion of the work performed; and

(3) the signature and certificate number of the person approving the aircraft for return to service.

(b) Records containing the following information:

(1) the total time in service of the airframe, each engine and each propeller;

(2) the current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance;

(3) the time since last overhaul of all items installed on aircraft which are required to be overhauled on a specific time basis; and

(4) the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained.

(c) Aircraft parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21, Subpart L.

(d) Engines/Propellers.

(1) Export Certificate of Airworthiness (FAA Form 8130-4).

(2) Compliance with FAR 21, Subpart L.

- (3) Statement of Service Bulletins complied with.
- (4) Operational check.
- (5) Maintenance records.
- (6) Life limited parts record.
- (e) Engine/Propellers Parts.
  - (1) Airworthiness Approval Tag (FAA Form 8130-3).
  - (2) Compliance with FAR 21, Subpart L.
- (f) Appliances.
  - (1) Airworthiness Approval Tag (FAA Form 8130-3).
  - (2) Compliance with FAR 21, Subpart L.
- (g) Components.
  - (1) Airworthiness Approval Tag (FAA Form 8130-3).
  - (2) Compliance with FAR 21, Subpart L.
  - (3) Statement of Service Bulletin complied with.

## JAPAN - SPECIAL REQUIREMENTS

(Revised February 24, 1992)

1. Aircraft and other Class I products to be eligible for certification by the Government of Japan should be covered by Export Certificates of Airworthiness, as provided for in Part 21 of the United States Federal Aviation Regulations. Class II and III products will be exported in accordance with procedures prescribed in the applicable provisions of Part 21 of the United States Federal Aviation Regulations. Export Certificates of Airworthiness and other related data should be forwarded by the manufacturer or the exporter to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport, No. 3 Godo-Chosha, 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo, 100, Japan. This does not include data required to be carried in the aircraft in the case of flyaway delivery.

2. In addition to the foregoing, the following materials should be furnished with aircraft to be exported to Japan:

a. If the aircraft is the first (see 1/) of a model to be exported to Japan, the following materials should be furnished with aircraft (this should include aircraft, with Supplemental Type Certificate and being the first of a model exported to Japan):

(1) One copy of the current official aircraft, engine, and propeller specifications and special conditions and/or exemptions included in the certification basis.

(2) Engineering description of the aircraft including general design philosophy and required illustrations.

(3) Aircraft, engines, and propellers certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements are complied with.

(4) Master equipment list.

(5) Evidence of strength of primary structure as ascertained by physical tests and/or calculation including load analysis report on airframe, and electrical load analysis report.

(6) Evidence of substantiation regarding stress level, low cycle fatigue, endurance, icing, ingestion and blade containment of engine. (For turbine engine only.)

(7) Schematic drawings, descriptions, and failure analysis reports on aircraft systems.

1/ When in doubt as to whether an aircraft is the first of a model, contact the Civil Aviation Bureau of Japan.



(8) One copy of the type flight test report and one copy of production flight test report including procedures and tolerances.

(9) One copy of minutes of type certification board meetings and issue papers.

(10) One copy of maintenance review board report and minimum equipment list for aircraft type certificated in transport category.

(11) One copy of parts catalog and operating, maintenance, overhaul, repair manuals, and service bulletins applying to the aircraft, engines, propellers, and major equipment installed on aircraft.

(12) One copy of approved flight manual and weight and balance report applicable to the particular aircraft.

(13) Certified aircraft, engines, and propellers, logbooks, or other equivalent historical records showing total time and time since last overhaul.

(14) Record of all modifications accomplished prior to exporting, mandatory as well as non-mandatory.

(15) If the aircraft is certificated in the restricted category, the following materials shall be furnished with the aircraft in addition to above (1) through (14).

(a) A statement by the Federal Aviation Administration, describing the manner in which the aircraft has been modified from the "standard category" configuration to make it suitable for "special purpose" operation.

(b) A statement indicating part of the Federal Aviation Regulations, the FAA Aircraft Specifications or Type Certificate Data Sheet under which the aircraft would have been eligible for type certification in the "standard category" except for those "special purpose" modifications accomplished by the manufacturer and which are approved by the Federal Aviation Administration.

(16) In case of aircraft equipped with turbo-jet engines, one copy of the report for noise certification, which should consist of the following items:

(a) Certified maximum noise levels and their 90 percent confidence limits in accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, Second Edition (1988), or certified maximum noise levels and their 90 percent confidence limits in accordance with applicable aircraft noise requirements of the U.S. Federal Aviation Regulations.

NOTE: In the latter case, maximum noise levels and their 90 percent confidence limits measured and/or calculated in

accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, Second Edition (1988), should also be attached.

(b) Description of noise measuring and analyzing procedures including correction methods.

(c) Statement of any additional modification incorporated for the purpose of compliance with the applicable noise certification standards.

NOTE (1): The manufacturer or exporter will be advised by the purchaser on the basis of information furnished to the purchaser by the Civil Aviation Bureau of Japan when the aircraft is the first of a type or model to be imported into Japan.

NOTE (2): All the applicable changes and future issues of the above material should be automatically forwarded to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport.

NOTE (3): The Civil Aviation Bureau of Japan may request additional type design data other than the foregoing materials for the issuance of Japanese Airworthiness Certificate.

b. In case aircraft of the same model has been exported to, and certificated in Japan, the following materials should be furnished with aircraft:

(1) One copy of parts catalog and operating, maintenance, overhaul, and repair manuals applying to the aircraft, engines, propellers, and major equipment installed on aircraft.

(2) One copy of approved flight manual and weight and balance report applicable to the particular aircraft.

(3) Certified aircraft, engines, and propellers logbooks, or other equivalent historical records showing total operating time and time since last overhaul.

(4) Record of all modifications accomplished prior to exporting, mandatory as well as non-mandatory.

(5) Electrical load analysis report applicable to the particular aircraft.

NOTE: The Civil Aviation Bureau of Japan may request additional type design data other than the foregoing materials for the issuance of Japanese Airworthiness Certificate.

3. If the aircraft is to be exported via flyaway to Japan without U.S. registration, the manufacturer or exporter should display on the aircraft Japanese nationality and registration marks and carry Japanese certificate of registration and ferry permit in the aircraft.

a. Upon application of the purchaser, Civil Aviation Bureau of Japan will issue certificate of registration and ferry permit when the Japanese importer or the U.S. exporter furnishes Civil Aviation Bureau of Japan the following information:

- (1) Make and model of the aircraft.
- (2) Serial number of the aircraft.
- (3) Purchaser's name and address.
- (4) U.S. exporter's name and address.

(5) Document which certifies transfer of ownership of the aircraft together with data of transfer.

(6) Document which certifies airworthiness of the aircraft (Export Certificate of Airworthiness, FAA Form 8130-4).

b. After the Civil Aviation Bureau of Japan receives the foregoing application and information, Japanese certificate of registration and ferry permit will be delivered to the applicant. The applicant will then forward these certificates to the U.S. exporter for installation in the aircraft. After this, the aircraft may be flown from the U.S. to Japan.

c. After the issuance of U.S. Export Certificate of Airworthiness, only the modification for ferry flights covered by FAA Form 337 is acceptable.

4. If a product which does not meet special requirements of Japan is intended to be exported, a Japanese statement waiving a certain requirement applied and validating the export airworthiness certificate is required. All exceptions covered by the statement will be listed in the export airworthiness certificate.

## REPUBLIC OF SOUTH KOREA - SPECIAL REQUIREMENTS

(Revised December 27, 1990)

1. To be eligible for certification by the Government of the Republic of South Korea, all Class I, II and III products should be issued export certificates of airworthiness or approvals in accordance with the provisions of Subpart L of Part 21 of the Federal Aviation Regulations.

2. In addition to the foregoing, the following materials will be furnished for aircraft to be exported to the Republic of South Korea.

A. New Aircraft.

(1) Statement of Build Standard.

This statement to include the aircraft specification and list of Service Bulletins incorporated in production.

The list of Service Bulletin incorporation is to identify:

- (i) Production versions of the Service Bulletins.
- (ii) Service Bulletin compliance.
- (iii) Alert Service Bulletin compliance.

(2) Modification Standard. This must include:

- (i) Customer options incorporated.
- (ii) Equipment incorporated, including items of equipment not necessarily installed by the manufacturer.
- (iii) Service Bulletin compliance.
- (iv) Alert Service Bulletin compliance.

(3) Export Certificate of Airworthiness.

(4) Airworthiness Directives. A declaration of compliance with all Airworthiness Directives issued by the FAA must be provided, where optional means of compliance are offered, the means chosen shall be stated.

"#" (5) A copy of the aircraft type certificate plus any applicable Supplemental Type Certificates, and a copy of the aircraft noise certification.

(6) Engine/Airframe/APU log books.

(7) Seating configuration approval document, where appropriate. (For "T" category.)

(8) MRB Program, where applicable. (For "T" category.)

(9) Production aircraft test report.

(10) Time/Life limitations.

(11) Electrical load analyses.

"#" (12) Minimum equipment list.

"#" (13) Wiring diagram.

(14) Weight schedule and weighing report.

(15) Manuals:

Classification of Manuals	Number Required	
	"#"	"*"
Flight Manual	3	1
Maintenance	2	1
Operations (or Pilot Operating Handbook)	3	1
Weight and Balance Loading Procedures	1	-
Overhaul	2	-
Structural Repair	2	-
Component Overhaul	2	-
Engine Maintenance and Overhaul	2	-
NDT	2	-
Structurally significant items	1	-
Maintenance planning guide	1	-
Parts catalogue	2	1

Remarks

"#" The required only with first aircraft of a particular type and model exported to Republic of South Korea.

"\*" Normally the required with same model has been exported to, and certified in Republic of South Korea.

- (16) Record of Compass System and Magnetic Compass swings.
- (17) Record of rigging checks.
- (18) Detailed list of radio equipment constituting the radio station.
- (19) Antenna performance patterns.
- (20) List of Serial Numbers of significant component parts, including serial numbers, which are not listed in the parts catalogue.

B. Used Aircraft.

In addition to the information referred to above the following is also required for used aircraft (for "T" category):

(1) The maintenance program to which these aircraft have previously been maintained including:

- (i) previous check cycle; and
- (ii) future check cycle.

(2) Component overhaul life summary, including details of service life remaining and modification standards.

(3) Compliance with structural inspection program. This to include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

C. Aircraft Parts.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21 (Subpart L).

D. Engines/Propellers.

- (1) Export Certificate of Airworthiness (FAA Form 8130-4).
- (2) Compliance with FAR 21 (Subpart L).
- (3) Statement of Service Bulletins complied with.

E. Engine/Propeller Parts.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21 (Subpart L).

F. Appliances.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).

G. Components.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21 (Subpart L).
- (3) A statement of Service Bulletin compliance standard.

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Appendix 2

REPUBLIC OF LEBANON - SPECIAL REQUIREMENTS

(New - September 20, 1977)

1. Lebanese acceptance of U.S. aeronautical products.

a. Lebanon's policy is to accept, without modification, aircraft which meet requirements of the competent authority in the country of manufacture. All U.S. equipment meeting Federal Aviation Administration (FAA) requirements are therefore acceptable.



MALAYSIA - SPECIAL REQUIREMENTS

(Revised December 1984)

1. GENERAL.

1.1 This document specifies the special requirements and conditions to be satisfied for the certification and use in Malaysia of aeronautical products of United States origin imported from the United States.

1.2 Authority for aircraft registration and certification is vested in the Department of Civil Aviation (DCA); correspondence should be addressed to:

Airworthiness Unit  
Department of Civil Aviation  
Subang International Airport  
Selangor, Malaysia

1.3 Malaysia does not issue Type Certificates.

1.4 Eligibility for the issue of a Malaysian Certificate of Airworthiness is determined by:

(a) compliance with the appropriate requirements of paragraph 2, 3, and 4 of this document (but see also paragraph 5).

(b) compliance with:

(i) Additional Directives and Airworthiness Notices issued by the United Kingdom Civil Aviation Authority.

(ii) Advisory Notices issued by the DCA which are classified as requiring a mandatory action.

NOTE: Compliance with this sub-paragraph (b) is not essential before export to Malaysia. However, as it may be difficult to establish conformity in Malaysia, details of any relevant service document and modification status will be helpful to the Malaysian user.

(c) Completion of a flight test in accordance with a DCA approved Airworthiness Flight Test Schedule unless otherwise agreed by the DCA.

2. ELIGIBILITY FOR EXPORT TO MALAYSIA.

2.1 Class I, II and III products must comply with the requirements of Subpart L of FAR Part 21 and the requirements of this document.

2.2 In addition, aircraft must be eligible for the issue of a standard airworthiness certificate as prescribed in Subpart H of FAR Part 21 unless otherwise agreed by the DCA.

### 3. ADDITIONAL REQUIREMENTS.

3.1 This subject identifies those design requirements additional to the FAR certification basis which must be satisfied for a particular aircraft type to be eligible for Malaysian certification.

3.2 Additional Requirements for Malaysian certification are not specified for fixed wing aircraft:-

(a) below a maximum authorized weight of 2730 kg (6000 lbs).

(b) below a maximum authorized weight of 5700 kg (12500 lbs) when certification will not be applied for in the Malaysian Transport or Aerial Work Categories.

NOTE: Malaysian air navigation legislation requires the carriage of equipment on scales related to the purpose for which the aircraft is being flown. The aircraft commander is responsible for determining that an aircraft is properly equipped for any proposed flight.

3.3 For all aircraft other than those defined in paragraph 3.2 the DCA may prescribe Additional Requirements. Details for any individual aircraft type will be supplied on written application; a limited type evaluation by the DCA may be required when no previous example has been certificated in Malaysia. Equipment required to be carried on flights for the purpose of public transport, to satisfy Malaysian air navigation legislation, will also be specified.

3.4 Additional Requirements need not necessarily be complied with before the Export Certificate of Airworthiness (FAA Form 8130-4) is issued. However, if the applicant for certification in Malaysia elects to satisfy any or all of the relevant Additional Requirements before the Certificate is issued, the Certificate must be endorsed in accordance with paragraph 4.4(b) of this document. In such cases the applicant shall notify the DCA to enable details of the Additional Requirements to be provided to the FAA or appropriate designee.

### 4. SPECIAL REQUIREMENTS.

4.1 This subject identifies those special administrative requirements which must be satisfied for particular products to be eligible for Malaysian certification or use on Malaysian registered aircraft.

APPLICABILITY CODE:

+ Required only with first of type and model exported to Malaysia.

\* Required only for aircraft with a maximum authorized weight greater than 5700 kg (12500 lbs).

4.2 All aircraft.

\* (a) Statement of build standard. This statement must include the aircraft specification, changes in design to satisfy Malaysian Additional Requirements and a list of Service Bulletins incorporated during manufacture. The list of Service Bulletin incorporation must identify:

i) Production versions of the Service Bulletins.

ii) Service Bulletins.

ii) Alert Service Bulletins.

(b) Copy of the production flight test report or a statement that no flight test has been completed.

(c) Modification standard. This must include:

i) Customer options and equipment incorporated including items of equipment not necessarily installed by the manufacturer of the aircraft.

ii) Service Bulletins compliance.

(d) Export Certificate of Airworthiness (see paragraph 4.4 of this document).

+ (e) A copy of the aircraft Type Certificate Data Sheet.

(f) Details of any alterations which may have been embodied under the Supplemental Type Certificate procedure (STC).

NOTE: Any STC which has been embodied but not previously investigated by the DCA will be subject to evaluation before a Malaysian Certificate of Airworthiness is issued.

(g) A list of the defects, if any, at the time of issue of the Export Certificate of Airworthiness which will require rectification by the Malaysian operator.

(h) The FAA Approved Flight Manual or Pilot's Operating Handbook for the individual aircraft concerned, for approval by the DCA.

books. (i) Airframe/engine/propeller/auxiliary power unit log

\* (j) Seating configuration approval document, where relevant.

+ (k) Maintenance Review Board document, where relevant.

+ (l) A summary of FAA approved retirement life limitations.

\* (m) Electrical load analysis.

NOTE: For aircraft other than first of type, the DCA requires sufficient information to be available to determine the effect of customer options, etc., on the supply of electrical energy to essential services.

+ (n) FAA Approved Master Minimum Equipment List, where applicable.

(o) Weighing report and associated weight schedule.

+ (p) Manuals required by the DCA:

	<u>NO. REQUIRED</u>
i) The FAA approved Flight Manual or Pilot's Operating Handbook.	2 (but see also 4.2(h))
ii) Airframe Maintenance including wiring diagrams.	1
iii) Operations.	1
iv) Weight and Balance/Loading Procedures.	1
v) Overhaul.	1
vi) Structural repair.	1
vii) Engine maintenance and overhaul.	1
viii) Standard practices.	1
ix) Non-destructive testing.	1
x) Structurally significant items.	1
xi) Maintenance planning guide including manufacturers recommended component overhaul lives.	1
xii) Parts Catalogue.	1
xiii) Set of Service Bulletins and Service Letters or equivalent documents.	1

NOTE: A condition of Malaysian certification of the first of a type is the provision by the Malaysian applicant for certification of a continuing amendment service for the required manuals.

(q) Record of compass system and magnetic compass swings.

(r) Record of rigging checks.

(s) A statement that suitable tests and measurements have been made and recorded to establish the satisfactory performance of the installed radio/radar apparatus and their associated antennae. A list of antennae positions must be provided.

(t) Detailed list of equipment constituting the navigation and communications installation.

- \* (u) List of Serial Numbers of significant component parts.
- + (v) Noise Type Certificate.

4.3 Used aircraft. In addition to the requirements specified in paragraph 4.2 (but (b) need not necessarily be complied with) the following information is required for used aircraft:

- \* (a) Maintenance program to which these aircraft have previously been maintained including:

- (i) previous check cycle; and
- (ii) future check cycle.

- \* (b) Component overhaul life summary, including details of service life remaining and modification standards.

- (c) Component and structure retirement life summary where applicable, including details of service life remaining.

- \* (d) Compliance with structural inspection program. This must include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTE: All used aircraft will be subject to a physical condition survey and review of the associated records to the satisfaction of the DCA before the issue of a Malaysian Certificate of Airworthiness is considered. In addition, approval must be obtained from the DCA for the applicants proposals for integration of the aircraft into a maintenance program approved by the DCA. Prospective purchasers of used aircraft are encouraged to discuss their proposals with the DCA before arranging import into Malaysia.

4.4 Requirement for Export Certificates of Airworthiness (FAA Form 8130-4) to be issued.

- (a) An Export Certificate of Airworthiness (FAA Form 8130-4) is required for any Class I product or engine module exported from the United States to Malaysia.

NOTE: In the case of aircraft, the Certificate shall not have been issued more than sixty days prior to the date of presentation for Malaysian certification, unless otherwise agreed by the DCA.

- (b) When Additional Requirements have been notified to the FAA or FAA designee in accordance with paragraph 3.4 of this document, the Certificate shall be so endorsed as to provide a detailed status of compliance. Items of non-compliance do not require a waiver from the DCA providing they are so endorsed on the

Certificate, as Malaysia is principally concerned with establishing the status of compliance at the time of export from the United States.

(c) The Certificate shall be accompanied by a document furnished by the applicant (e.g., a log book) which contains entries identifying those applicable Airworthiness Directives (AD's) with which compliance has been achieved. This document shall also identify those AD's containing a repetitive compliance requirement and when compliance is next due to be satisfied. All ADs shall be complied with prior to the issue of the Certificate unless a waiver has been issued by the DCA.

#### 4.5 Appliances - general.

(a) For the purpose of this procedure, "appliance" has the meaning assigned to it in FAR Part 1 and includes associated replacement and modification parts.

(b) The DCA will accept that an appliance has those characteristics vouched for on an FAA Airworthiness Approval Tag (FAA Form 8130-3). The procedures given in the following sub-paragraphs provide acceptable alternative means of compliance for appliances other than radio:

i) The appliance has been accepted by the FAA as complying with the Minimum Performance Standards of the applicable Technical Standard Order or,

ii) In lieu of approval under a Technical Standard Order, the appliance has been accepted by the FAA as meeting the applicable FAR's and the terms of the applicant's specifications.

(c) An FAA Airworthiness Approval Tag must be supplied with all appliances.

4.6 Radio appliances. The DCA may require a declaration of design and performance in the format specified in the current issue of British Standard Specification G.100. Details for any individual type of radio appliance will be supplied on written request.

NOTE: Where a radio appliance has been approved by the United Kingdom Civil Aviation Authority, the item will be accepted by the DCA without further investigation. The relevant CAA approval number must be quoted on the FAA Airworthiness Approval Tag.

#### 4.7 Products other than aircraft or appliances.

(a) Engines (including APU's), engine modules, and propellers:

i) Export Certificate of Airworthiness (refer to paragraph 4.4).

ii) Service Bulletin compliance statement.

(b) Class II as defined in Subpart L of FAR Part 21:

i) FAA Airworthiness Approval Tag.

(c) Class III as defined in Subpart L of FAR Part 21:

i) FAA Airworthiness Approval Tag or,

ii) A certification by the manufacturer of the product that the product concerned was manufactured under a Production Certificate granted under Subpart G of FAR Part 21, a Parts Manufacturing Approval granted under Subpart K of FAR Part 21, or a Technical Standard Order authorization granted under Subpart O of FAR Part 21, as appropriate.

#### 5. SPECIAL CONDITIONS.

Where an aircraft is of unusual or novel design, the DCA reserves the right to prescribe Special Conditions or refuse certification. Applicants for Malaysian certification are advised to give early notification to the DCA of any aircraft type in this classification.



KINGDOM OF MOROCCO - SPECIAL REQUIREMENT

(New - August 23, 1977)

1. Import of U.S. Manufactured Aircraft.

a. The Kingdom of Morocco accepts for import and registration, without modification, U.S. aircraft manufactured to Federal Aviation Administration (FAA) standards.

## KINGDOM OF THE NETHERLANDS - SPECIAL REQUIREMENTS

(ISSUE 2)

(Revised December 10, 1980)

1. INTRODUCTION.

a. The special requirements associated with the agreement on the reciprocal validation of export certificates of airworthiness of May 22, 1956, based on the Exchange of Notes between the United States and the Kingdom of the Netherlands of September 19 and November 14, 1955, are prescribed in this document. These requirements are effective from the 1st of July, 1967. Issue 2 is effective from the 1st of July, 1969. The requirements specified in this document apply only to aircraft exported to the Netherlands, and not to those exported to Surinam.

2. GENERAL.

a. The aircraft, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be eligible for certification in the "standard" classification. This excludes "restricted," "limited," and "experimental" aircraft, except on an individual basis after referral to the Netherlands Department of Civil Aviation, Rijks Luchtvaart Dienst (RLD+).

b. Aircraft with a certification basis older than March 5, 1952, and being of a type which had no Netherlands airworthiness approval during the last six years, are excluded from import to the Netherlands, except on an individual basis after referral to the RLD.

c. Without prejudice to the foregoing, aircraft types, the United States Export Certificates of Airworthiness of which were validated already by the RLD, may continue to be imported on a similar basis to that agreed for previous aircraft of the identical type. An aircraft is considered of an identical type if the changes are none or only minor and do not reduce previously accepted airworthiness standards. The types of aircraft referred above are specified under paragraph 5.

d. For each used aircraft the RLD will, after inspection of the aircraft, establish, on the basis of their findings and on the basis of the maintenance records of the aircraft, the phase in the RLD approved maintenance schedule from which this schedule must be followed and the additional maintenance to be performed for this phase of the maintenance schedule.

+) Address: Rijksluchtvaartdienst  
Directie Luchtvaartinspectie  
Postbus 7555  
1117 ZH Schiphol  
The Netherlands  
Telephone No.: 020-5163260

3. DOCUMENTS AND DATA REQUIRED. The application for the issue or validation of a certificate of airworthiness shall be accompanied by the following documents and data:

a. For the first aircraft of a specific make and model being imported:

(1) The design and test data specified in Annex A.

NOTE: Annex A is available from the RLD(+).

(2) The certificate of airworthiness issued or renewed within a period of 60 days immediately preceding the date of the application for validation of that certificate or the issue of a new certification of airworthiness.

(3) A statement specifying the applicable airworthiness requirements and indicating that these requirements were complied with.

(4) The manufacturer's specification and, if available, a type specification issued by the contracting state, containing basic data concerning performance, dimensions, weights, and required equipment.

(5) The weight and balance report, including equipment list, showing all removable items of equipment that are included in the empty weight.

(6) The aircraft flight manual, approved by the contracting state, issued in the English language.

(7) The manufacturer's maintenance manual, containing at least the following information:

(a) Engineering description of the aircraft.

(b) Instructions for ground handling.

(c) Assembly and disassembly instructions for the various aircraft parts and assemblies.

(d) Description of the powerplants, propellers, and the various systems.

(e) Maintenance, repair and overhaul instructions and the associated inspection items and schedule.

(8) Aircraft, engine, and propeller parts lists.

(9) For used aircraft, the historical records, such as aircraft and engine logbooks and records regarding maintenance,

repairs, modifications, mandatory service bulletins, and airworthiness directives.

b. For subsequent import aircraft, to the same make and model as under 1.a.

(1) The documents and data listed under a(2), a(4), a(5), a(6), and a(9) unless documentation submitted previously is also applicable to the individual concerned.

(2) A list of deviations from the first aircraft. If the applicant is unable to provide such a list, additional data may be required to enable the RLD to determine the deviations.

#### 4. TECHNICAL REQUIREMENTS.

a. Special conditions of a particular nature. The aircraft shall, to the extent deemed essential by the RLD, comply with such additional requirements as may be specified in writing. These additional requirements will be prescribed if the aircraft has special features or characteristics the safety of which has not been guaranteed adequately by the existing requirements.

b. Special conditions of a general nature. The special conditions of a general nature are listed in Annex B.

NOTE: Annex B is available from the RLD(+).

c. Subsonic jet aircraft, other than aircraft which require a runway with no stopway or clearway of length 600 m or less at maximum certificated weights for airworthiness, which do not comply with Noise Standards at least as severe as the provisions of Chapter 2, paragraph 2.2 through paragraph 2.6 of Annex 16, including the Amendments I and II, to the Convention on International Civil Aviation first issue, dated August 1971, are excluded from import to the Netherlands, except on an individual basis after referral to the RLD.

d. Propeller-driven aircraft of maximum certificated takeoff weight not exceeding 5700 kg, which do not comply with Noise Standards at least as severe as the provisions of Chapter 3, paragraph 3.2 through paragraph 3.4 of Annex 16, including the Amendments I and II, to the Convention on International Civil Aviation, first issue, dated August 1971, are excluded from import to the Netherlands, except that aircraft:

(1) With a certification basis older than January 1, 1976, and being of a type which had no Netherlands airworthiness approval before January 1, 1978, are excluded from import to the Netherlands on or after that date;

(2) With a certification basis older than January 1, 1976, and being of a type which had a Netherlands airworthiness approval before January 1, 1978, are excluded from import to the Netherlands on or after January 1, 1980, and except on an individual basis after referral to the RLD.

TABLE I

Manufacturer	Model	Manufacturer	Model
<u>G. AUGUSTA - BELL</u>	AB.206A	<u>ERCOUPE</u>	415-D
<u>BEECH</u>	D18S	<u>FAIRCHILD</u>	24R 46 A
	23	<u>GRUMMAN</u>	AGCAT G 164 A
	65		P&W R 985-An-I
	65-80		(450 hp)
	65-90		Ham. Std. 6101-
	95-A55		A-12
<u>BELL</u>	47G	<u>N.A. AVIATION</u>	AT-6
	47G-2A-1		
	47J	<u>HUGHES</u>	269B
	47J-2A		
<u>BOEING</u>	707-355C	<u>LOCKHEED</u>	L-188C
			L-1049G
<u>CESSNA</u>	150C		L-1049H
	150E	<u>MOONEY</u>	M-20A
	150F	<u>PIPER</u>	J3C-65(L-4J)
	150G		PA-18-125
	172		PA-18A-135
	172A		PA-18-150
	172B		PA-18A-150
	172E		PA-19
	172F		PA-22-108
	172G		PA-22-150
	182B		PA-22-160
	182F		PA-23-160
	A188		PA-23-235
	P206		PA-24-250
	U206A		PA-25-235
	404		PA-28-140
	* 550		PA-28-160
<u>CONVAIR</u>	640	<u>PIPER</u>	PA-28-180
<u>DOUGLAS</u>	DC-3C-S1C-3G		PA-30
	C54B-DC		
	DC-6	<u>SIKORSKY</u>	S-61 N
	DC-6A		S-62A
	DC-6B		
	DC-7C	<u>STINSON</u>	L-5B
	DC-8-33		
	DC-8-53		
	DC-8-55		
	DC-8F-55		
	DC-8-63		
	DC-9-15		
	DC-9-32		
	DC-9-33F		

# NETHERLANDS AIRWORTHINESS

## REQUIREMENTS 1987

As per April 10, 1987, the Netherlands Airworthiness Requirements consist of the following documents:

Decree LI/12111, dated July 14, 1978, and amended with decree LI/1715 of March 11, 1987, plus the following enclosures:

	<u>Introduced with decree</u>	<u>Amended with decree</u>	<u>Date</u>
1 Definitions and abbreviations FAR Part 1	LI/12111	-	14.07.78
2 Definitions and abbreviations JAR 1, including Amendment 3	LI/12111	LI/12627	14.07.78 01.09.81
3 Airworthiness Standards: Transport Category Airplanes (FAR Part 25 and special conditions) including Amendment 46	LI/13625	LI/13521 LI/12167	21.12.79 07.12.84 01.08.81
4 Joint Airworthiness Requirements Large aeroplane, Cat. T (JAR 25) including Amendment 10	LI/12111	LI/13647	14.07.78 23.12.83
plus 84/1		LI/11600	23.05.84
plus 84/2		LI/12239	20.07.84
plus 84/3		LI/13611	19.12.84
plus 85/1		LI/5884	12.08.85
plus 85/2		LI/8877	03.12.85
plus 85/11		LI/2381	08.04.86
plus 86/1		LI/4819	08.07.86
plus 86/2		LI/906	05.02.87
plus 87/1		LI/2459	06.04.87
5 Airworthiness Standards: Normal, Utility and Acrobatic Category Airplanes (FAR Part 23 and special conditions) including Amendment 29, 30 and 31,	LI/12111	LI/13002	14.07.78 19.10.83
32		LI/2509	29.03.85
33		LI/1478	27.02.86
		LI/906	05.02.87

7/9/92

AC 21-2G  
Appendix 2

6	Airworthiness Standards: Transport Category Rotorcraft FAR Part 29 and special conditions) including Amendment 24	LI/12111		14.07.78
			LI/3270	24.04.85
7	Airworthiness Standards: Normal Category Rotorcraft (FAR Part 27 and special conditions) including Amendment 21	LI/12111		14.07.78
			LI/13002	19.10.83
			LI/1756	05.03.85
8	FAA Interim Standards for Certification of FAR 27/29 Helicopters for IFR Operations	LI/12111	-	14.07.78
9	Requirements for aeroplanes CAT. N, used for air transportation flights	LI/12111	-	14.07.78
10	Joint Airworthiness requirements Sailplanes and powered Sailplanes (JAR 22) including Amendment 3	LI/12262		06.08.80
	22/84/1		LI/10717	14.03.83
	22/85/1		LI/669	28.01.85
	22/86/1		LI/392	17.01.86
			LI/8018	06.11.86
11	Airworthiness Requirements for amateur built aircraft	LI/12111	-	14.07.78
12	Airworthiness Requirements for Towing Aircraft	LI/12111	-	14.07.78
13	Airworthiness Requirements for crop spraying aircraft	LI/12111	-	14.07.78
14	Reserved for Airworthiness Requirements for aircraft used for parachute jumping	-	-	-
15	Requirements for Noise Production	LI/1715		11.03.87
16	Technical Standard Orders	LI/12922		10.10.83



17	Airworthiness Requirements for non-rigid airship	LI/12262	-	06.08.80
18	Airworthiness Requirements for manned free balloons and Hot Air Ships (FAR 31 and BAR "Manned Free Balloons" as well as BAR Paper 696 "Hot Air Ships")	LI/11371		10.05.82
			LI/11911	23.06.82

## NETHERLANDS

## AEROPLANE NOISE CERTIFICATION REQUIREMENTS

(effective March 11, 1987)

1. Subsonic jet aeroplanes and heavy propeller-driven aeroplanes.

1.1 Subsonic jet aeroplanes of over 20,000 kg maximum certificated takeoff mass, other than aeroplanes which require a runway length (with no stopway or clearway) of 610 m or less at maximum certificated mass for airworthiness, of a type that has been certificated in the Netherlands before (date of applicability of amendment) are excluded from import into the Netherlands unless they comply with the Standards of Chapter 2 of ICAO Annex 16, Volume I (Aircraft Noise, First Edition, 1981), on the understanding that only the maximum noise levels of paragraph 2.4.2. apply.

1.2 Two and three engined aeroplanes, covered by paragraph 1.1 above, are also eligible for import into the Netherlands if they are "Stage 2" aircraft according to the provisions of FAR Part 36 (Noise Standards: Aircraft Type and Airworthiness Certification), as amended by Amendment 36-12, dated June 29, 1981, effective August 1, 1981.

1.3 Subsonic jet aeroplanes of maximum certificated takeoff mass not exceeding 20,000 kg, propeller-driven aeroplanes of over 5700 kg maximum certificated takeoff mass, and subsonic jet aeroplanes of a type that has not been certificated in the Netherlands before (date of applicability of the amendment), other than aeroplanes which require a runway length (with no stopway or clearway) of 610 m or less at maximum certificated mass for airworthiness, are excluded from import into the Netherlands unless:

a. they comply either with the Standards of Chapter 3 of ICAO Annex 16 Volume I (Aircraft Noise, First Edition, 1981),

b. or they are "Stage 3" aircraft according to the provisions of FAR Part 36 (Noise Standards: Aircraft Type and Airworthiness Certification) up to and including Amendment 36-12, dated June 29, 1981, effective August 1, 1981.

1.4 Those propeller-driven aeroplanes, covered by paragraph 1.3 above, which are derived from types that have been certificated at maximum takeoff mass not exceeding 5700 kg and with passenger seating capacity of no more than 19 seats are also eligible for import into the Netherlands if they comply with the provisions of paragraph 2.1 hereunder.

2. Light propeller-driven aeroplanes.

2.1 Propeller-driven aeroplanes of maximum certificated takeoff mass not exceeding 5700 kg other than those covered by

[[paragraph]] 2.2, are excluded from import into the Netherlands unless they comply with the Standards of Chapter 6 of ICAO Annex 16, Volume I, (Aircraft Noise, First Edition, 1981).

2.2 Powered gliders are excluded from import into the Netherlands unless they comply with the Standards of Chapter 6 of ICAO Annex 16, on the understanding that the maximum noise levels of paragraph 6.3 are lowered by 5 dB(A).

2.3 Engine power settings for those aeroplanes, covered by [[paragraphs]] 2.1, and 2.2 above, which are higher than the maximum power in the normal operating range but lower than the maximum takeoff power, have to be indicated on the engine instruments by a yellow arc (cautionary range). The Flight Manual shall contain a note that engine power settings above the maximum power in the normal operating range may only be applied during takeoff and in emergency.

3. Helicopters. Helicopters of a type, that has not been certificated in the Netherlands before, (date of applicability of the amendment) are excluded from import into the Netherlands unless they comply with the Standards of Chapter 8 of ICAO Annex 16, Volume I (Aircraft Noise, First Edition, 1981).

#### 4. Exemptions.

4.1 The Director of the Aeronautical Inspection Directorate, Department of Civil Aviation (RLD) may exempt from the above provisions:

a. Aeroplanes, which are exclusively designed and used for aerobatic purposes or agricultural or fire fighting uses.

b. Aeroplanes not satisfying the applicable requirements for noise certification when they can be equipped to these standards provided that;

- suitable conversion equipment exists for the aeroplanes type in question;

- aeroplanes fitted with such equipment are capable of achieving the standards required for noise certification;

- such equipment is actually available, and the operator has ordered the equipment; and

- the appropriate equipment must be fitted within not more than two years from the date of registration.

c. Aeroplanes which are temporarily registered into the register of another State than the Netherlands, on account of hire purchase.

d. Aeroplanes which replace aeroplanes which have been accidentally destroyed and which cannot be replaced by a comparable aeroplane with noise certification available on the market, provided that the registration of the replacement aeroplane is carried out within one year following the destruction in question; and the replacement aeroplane is removed from the register within two years after registration.

e. Aeroplanes of historic interest.

4.2 In special cases, and under conditions to be defined, the Director of the Aeronautical Inspection Directorate, Department of Civil Aviation (RLD) may allow the application of other noise requirements provided the noise levels are at least equivalent to those required for the aeroplane according to the ICAO Annex 16, Volume I, Noise Standards, and on the understanding that subsonic jet aeroplanes and propeller-driven aeroplanes of over 5700 kg maximum certificated takeoff mass have to comply with the provisions of paragraph 1.1 above.

NOTE: At present, no Certificates of Airworthiness are issued for Ultra Light Aeroplanes. However, permission to fly without a Certificate of Airworthiness will only be granted under specified conditions.

As far as the noise emission is concerned, it is not permitted to use ultra light aeroplanes in the Netherlands unless the noise level measured in a full power flyover in 150 meters is below 60 dB(A). Two-seaters which are used for instruction purposes only are admitted if the noise level does not exceed 63 dB(A).

NETHERLANDS ANTILLES - SPECIAL REQUIREMENTS

[[Reprinted from AC 21-2F dated August 7, 1987]]

1. GENERAL. The special conditions associated with the Exchange of Notes between the United States and the Kingdom of the Netherlands of September 19 and November 4, 1955, relating to the reciprocal validation of export certificates of airworthiness for aircraft are prescribed below. These conditions apply only to export of aircraft to the Netherlands Antilles.

a. The aircraft, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be eligible for certification in the "standard" classification. This excludes "restricted," "limited," and "experimental" aircraft, except on an individual basis after referral to the Department of Civil Aviation, Netherlands Antilles (Department van Luchtvaart Nederlandse Antillen (D.V.L. N.A.)) (See Note 6a).

b. Aircraft with a certification basis older than March 5, 1952, and being of a type which had no Netherlands Antillean airworthiness approval during the last six years, are excluded from import into the Netherlands Antilles except on an individual basis after referral to the D.V.L. N.A.

c. Without prejudice to the foregoing, aircraft types, the United States Export Certificates of Airworthiness of which were validated by the D.V.L. N.A. prior to July 1, 1967, may continue to be imported on similar basis to that agreed for previous aircraft of the identical type. An aircraft is considered of an identical type if the changes are none or only minor and do not reduce previously accepted airworthiness standards. The types of aircraft referred above are as follows:

<u>Manufacturer</u>	<u>Model</u>	<u>Manufacturer</u>	<u>Model</u>
<u>AERO COMMANDER</u>	100	<u>CURTISS WRIGHT SUPER</u>	C-46
<u>BEECH</u>	C-50	<u>DORNIER</u>	DO 28A-1
	D-50 B		
	65-A80	<u>FOKKER</u>	F 27-500
<u>CESSNA</u>	150 H	<u>MCDONNELL DOUGLAS</u>	DC9-15
	172 C	<u>MOONEY</u>	M20-5
	172 H		
	172 I	<u>DE HAVILLAND</u>	DHC-6
	175 C	<u>PIPER</u>	PA 23-160
	182 E		PA 28-180
	182 M		PA 22-150
<u>CONVAIR</u>	340		J-3

2. DOCUMENTS AND DATA REQUIRED. The following documents and data shall be submitted to the D.V.L. N.A.

a. For all aircraft.

(1) Certificate of Airworthiness for Export issued not more than 60 days prior to the application for validation.

(2) FAA approved Airplane Flight Manual and weight and balance report with equipment list.

(3) Certificated aircraft and engine logbooks, and when available propeller logbooks, or other equivalent historical records showing total operating time.

(4) A certified statement regarding any flight or operational limitations, exemption, or restrictions, which have been prescribed by the FAA, because of design or structural characteristics or features incorporated which are not in conformity with data forming the basis for the initial type certification of aircraft of this type.

(5) A certified statement regarding the modification status of aircraft with respect to Airworthiness Directives or other changes prescribed by the FAA subsequent to issuance of the original type specification or Type Certificate for the aircraft. Major repair and alteration form, FAA Form 337, or equivalent, if repairs and/or alterations have been accomplished on the exported aircraft.

b. For aircraft being the first of a type exported to the Netherlands Antilles (see Note 6c). In addition to the documents and data mentioned in the preceding paragraph, the following documentation and data shall in general be submitted: (The D.V.L. N.A. will inform on request regarding such of the listed documents and data as may be required in each specific area.)

(1) Manuals related to aircraft. The Maintenance Manual, Overhaul Manual, Repair Manual, Parts Catalog, and a copy of the customer's specification for the aircraft, together with a specimen copy of the approved Airplane Flight Manual. A copy of information or instructions essential to the assembly and rigging of the aircraft.

(2) Manuals related to major parts. The approved Operating Manual, Maintenance Manual, Overhaul Manual, and Repair Manual for each type of engine, propeller, and major auxiliary equipment fitted to the aircraft. A list of communications equipment installed, including model, capacity, frequency, operating instructions, etc.

NOTE: If possible, the documents specified in [[paragraphs]] (1) and (2) shall be delivered well in advance of the intended delivery date of the aircraft.

(3) Bulletins. A complete set of service publications including bulletins issued by the manufacturers of the aircraft and by manufacturers of engines, propellers, and other type certificated equipment installed thereon, and a statement by an authorized representative of the aircraft manufacturer to the effect that he will undertake to supply the D.V.L. N.A. a copy of all new such bulletins.

(4) Design and test data. The design data and test data listed in Annex A (see Note 6b).

3. TECHNICAL REQUIREMENTS.

a. The aircraft shall to the extent deemed essential by the D.V.L. N.A. comply with such additional requirements as may be specified in writing. These additional requirements will be determined having regard to the differences between the relevant airworthiness codes of the United States and the Netherlands, and to any additional requirements as would be prescribed for comparable aircraft in the Netherlands.

b. Unless otherwise stated the conditions listed in Annex B apply (see Note 6b).

4. USED AIRCRAFT. For each used aircraft the D.V.L. N.A. will after inspection of the aircraft establish on the basis of their findings and on the basis of the maintenance records of the aircraft, the phase in the D.V.L. N.A. approved maintenance schedule from which this schedule must be followed and the additional maintenance to be performed for this phase of the maintenance schedule.

5. FLYAWAY AIRCRAFT.

a. In the case of aircraft delivered via flyaway, the Export Certificate of Airworthiness, certified logbooks, FAA approved Airplane Flight Manuals, weight and balance report and equipment list and such other documents as may be essential to the safe operation of the aircraft shall accompany the aircraft and be delivered to the D.V.L. N.A. on arrival in the Netherlands Antilles.

b. If delivery of an aircraft is via flyaway the aircraft shall carry certificates of airworthiness and registration and a letter of authority to cover the use of radio, valid for the delivery flight, issued by the D.V.L. N.A. All inquiries relating to the issuance of Netherlands Antilles certificates of registration and certificates of airworthiness should be addressed to the D.V.L. N.A.

6. NOTES.

a. The address of the Department of Civil Aviation:

Department van Luchtvaart  
Dr. A. Plesman Luchthaven  
Curacao, Wederlandse Antillen

b. Annexes A and B are available from the D.V.L. N.A.

c. The D.V.L. N.A. will inform on request whether an aircraft is the first of a type to be exported to the Netherlands Antilles.



NEW ZEALAND - SPECIAL REQUIREMENTS

(Revised February 10, 1992)

SECTION 1 - INTRODUCTION.

1.1 An Export Certificate of Airworthiness with pertinent data attached will be required for each Class I product exported from the United States to New Zealand. To be eligible for installation in New Zealand aircraft, Class II and Class III products must be processed in accordance with the applicable provisions of FAR 21, Subpart L.

1.2 Special requirements which must be satisfied before the issue of a U.S. Export Certificate of Airworthiness are identified in Section 2. Data shall be forwarded to the Director of Civil Aviation Safety, Civil Aviation Authority, P.O. Box 31441, Lower Hutt, New Zealand (Attention: Controller Aircraft Certification).

1.3 Airworthiness certification procedures of New Zealand aircraft are specified in the New Zealand Civil Airworthiness Requirements Volume 1 Sections A and B. Application for a New Zealand Certificate of Airworthiness is to be made not less than 28 days before the issue of the certificate is desired.

1.4 Additional requirements which must be satisfied for the issue of a New Zealand Certificate of Airworthiness, are specified in New Zealand Civil Airworthiness Requirements Volume 1 Section C and Volume 2. It is not necessary for these additional requirements to be satisfied before export from the United States.

1.5 Aircraft which are certificated only in the United States Restricted Category will not be eligible for registration or airworthiness certification in New Zealand unless special conditions are met.

1.6 If the airworthiness standards which form the certification basis for the aircraft pre-date the U.S. Civil Airworthiness Regulations, the aircraft may be certified in the New Zealand Restricted Category and ineligible for air transport and aerial work operations.

1.7 Supply of data listed in Section 2.2 and 2.3 may be required in respect of Supplemental Type Certificate (STC) alterations before a New Zealand Certificate of Airworthiness is issued.

1.8 Unless otherwise agreed by the Authority, all data must be supplied in the English language and supplied at no cost to the Authority.

SECTION 2 - SPECIAL REQUIREMENTS.

2.1 The following data requirements must be satisfied at the time of export for an aircraft to be eligible for New Zealand airworthiness certification. The listed data must be supplied to the Aircraft Certification Group, Civil Aviation Authority.

- (a) A copy of the Export Certificate of Airworthiness.
- (b) Statement of Modification, Service Bulletin and Equipment Standard at build.
- (c) Summary of Modifications, Repairs, Service Bulletins, Customer Options, and Equipment incorporated since initial build.
- (d) Statement of Compliance with FAA Airworthiness Directives for U.S. manufactured aircraft.
- (e) Airframe, engine, propeller and APU logbooks (as applicable).
- (f) Copies of any applicable Supplemental Type Certificates.

2.2 In addition, the following data associated with foreign type certification will be required for first aircraft of a particular type or model exported to New Zealand.

- (a) A copy of the type certificate or equivalent document, which certifies compliance with the applicable airworthiness requirements.
- (b) Particulars of the airworthiness design requirements with which the aircraft complies including the airworthiness standards, the effective date of the standards, any special conditions applied and any provisions not complied with, together with the associated compensating factors. A copy of a type certificate data sheet or equivalent will provide such data except that, where special conditions or compensating factors are included, the documents detailing them will also be required.
- (c) A listing of all the data submitted to the original type certifying Authority for showing compliance with the airworthiness standards. Identified data will include structural load, strength analysis, structural fatigue, aeroelastic, structural test, and flight test reports.
- (d) Such of the data listed by 2.2(c) as the Authority requires.
- (e) A copy of the flight manual or, if a flight manual is not required by the applicable airworthiness standards, a document defining operating limitations and providing operational data. Also

a weight and balance manual if such information is not contained in the flight manual.

(f) Data to identify the type design such as a parts catalogue or drawings.

(g) Data to identify essential and optional equipment and the location of emergency equipment.

(h) Copies of the instructions for continuing airworthiness, required to be prepared under the airworthiness standards, such as maintenance manuals.

(i) Service documentations issued by the manufacturers of the aircraft, engines, propellers and equipment, such as service bulletins, service letters and equivalent documents.

(j) A statement from the type certificate holder or manufacturer, undertaking to provide the Authority with an ongoing revision service for the operating, maintenance and service documentation.

2.3 It is desirable at the time of export certification to supply additional available data which may subsequently be required for such purposes as the approval of design changes, maintenance and air transport operations. These data may include:

(a) Maintenance, overhaul and repair manuals for airframe, engines, propellers and equipment additional to those required under 2.2.

(b) The manufacturer's detailed specification for the type.

(c) The customer's detailed specification for the type.

(d) The manufacturer's specifications for special processes and materials used in manufacture and maintenance.

(e) Electrical load analysis.

(f) Location drawings for all radio antennas.

(g) Operations manual.

(h) Master minimum equipment list (MMEL).

(i) Maintenance planning document (MPD).

(j) Maintenance review board document (MRB).

(k) Manufacturers Maintenance schedule.

(l) Ground and flight type inspection reports (TIR).

## ISLAMIC REPUBLIC OF PAKISTAN - SPECIAL REQUIREMENTS

(Revised February 7, 1991)

REQUIREMENT FOR IMPORTATION OF AIRCRAFT AND ASSOCIATED STORES

GENERAL. These requirements apply to the importation of new and used aircraft into Pakistan, as well as aircraft stores. The requirements shall also be applicable on foreign registered aircraft already in Pakistan which are intended to be transferred on Pakistan Civil Register.

2. IMPORT OF NEW AIRCRAFT. The importer is required to provide the following, to be eligible for issue of Certificate of Airworthiness in the Islamic Republic of Pakistan.

2.1. The Certificate of Airworthiness for Export.

2.2. A complete list of Airworthiness Directives, Service Bulletins or similar documents incorporated during production of aircraft engine(s), propeller(s) and installed equipment. The importer shall supply written confirmation from the relevant manufacturers that amendments, revision and new issues of Service Bulletins, SIL, and other similar documents will be supplied to the CAA free of cost as soon as they are issued.

2.3. Statement of modification status including customer options incorporated (as applicable).

2.4. Production test flight report for that particular type of aircraft.

2.5. Weight and Balance schedule for that particular type of aircraft.

2.6. List of components installed on the aircraft as per paragraph 2.3.

2.7. The under mentioned manual(s)/documents(s) of aircraft, engine, propellers, component/accessories installed are required as applicable.

- (i) Two sets of maintenance manuals.
- (ii) Two sets of overhaul/shop manuals.
- (iii) Two sets of flight manuals.
- (iv) Two sets of engine operation manuals.
- (v) Two sets of structural repair manuals.

(vi) Master Minimum Equipment List (if applicable) as issued by country of manufacture.

(vii) Recommended Maintenance Schedule highlighting specific maintenance requirements with reference to paragraph 2.3., peculiar to configuration of the aircraft.

(viii) Special instructions issued by the manufacturer, regarding standard practices applicable to the type.

(ix) Parts Catalogue.

(x) Weight and Balance Manual/handbook.

(xi) Wiring Diagrams.

(xii) List of Time/Life controlled items, indicating hard life or 'ON CONDITION.'

3. IMPORT OF USED AIRCRAFT. In addition to the information referred to above, the following is also required for used aircraft:

(i) Aircraft service history along with relevant logbook (airframe, engines, propellers) duly authenticated by regulatory authority of the country from where aircraft is being imported.

(ii) The maintenance program to which the aircraft have been previously maintained.

(iii) Record of accidents/incidents (if any), all major repairs including nature of damage, i.e., corrossions, cracks, etc.

4. AIRCRAFT PARTS.

(a) Class I Products.

(i) FAA Export Certificate of Airworthiness (FAA Form 8130-4).

(ii) Compliance with FAR 21 (Subpart L).

(b) Class II and Class III Products.

(i) FAA Airworthiness Approval Tag (FAA Form 8130-3).

(ii) Compliance with FAR 21 (Subpart L).

## REPUBLIC OF PANAMA - SPECIAL REQUIREMENTS

[[Reprinted from AC 21-2F dated August 7, 1987]]

1. GENERAL.

a. In order to be eligible for certification by the Panama Government the following documents and data shall be submitted to the Direccion de Aeronautica Civil.

(1) Class I aeronautical products must be covered by Export Certificates of Airworthiness as provided for in Part 21 of the United States Federal Aviation Regulations. Complete aircraft, new or used, will require the following documents:

(i) Export Certificate of Airworthiness, FAA Form 8130-4.

(ii) FAA Approved Airplane Flight Manual and Weight and Balance Report with Equipment List.

(iii) Aircraft and Powerplant(s) Logbooks, and when applicable, propeller logbooks with certified annual inspection (large aircraft will require annual inspection certified by an FAA approved repair station).

(iv) Major Repair and Alteration, FAA Form 337, if repairs and/or alterations have been accomplished on the exported aircraft.

(v) A certified statement that all the airworthiness directives or changes prescribed by the FAA are up-to-date on the exported aircraft.

(vi) A bill of sale notarized by a Panamanian Consul or by one of a friendly nation.

(2) Class II and Class III products shall be exported in accordance with the provisions prescribed in Part 21 of the United States Federal Aviation Regulations.

REPUBLIC OF THE PHILIPPINES - SPECIAL REQUIREMENTS

(Revised - July 1, 1981)

The following data shall be forwarded direct by the exporter to the Director of Air Transportation, Manila International Airport, Philippines:

I. First of a Model. In order to be eligible for certification and registration by the Philippine government, aircraft and other Class I, II, and III products shall be covered by:

a. Applicable provisions of Part 21 of the U.S. FAA regulations, i.e., Export Certificate of Airworthiness.

b. Basis for type certification.

c. Properly certified aircraft, engine, and propeller logbooks or equivalent historical records indicating total time operated.

d. A certified statement that all mandatory FAA directives have been complied with.

e. Copy of the manufacturer's production flight test report for the aircraft to be exported.

f. One copy of the weight and balance report pertaining to the particular aircraft including loading schedule or chart, if applicable, and Master Equipment List.

g. One copy of the Approved Flight Manual of the particular type of aircraft.

h. One copy of the assembly and rigging instructions if aircraft is to be assembled at the point of destination.

i. One copy of the pertinent maintenance/service manuals and service bulletins.

j. General arrangement drawing of aircraft.

k. Aircraft design specification.

l. Sale Documents.

II. If an aircraft of the same model previously has been exported to, and certificated in the Philippines, the following documents or materials shall be furnished by the exporter:

a. Sale documents.

b. Current weight and balance report.

- c. Export Certificate of Airworthiness.
- d. Flight Test Report.
- e. Detailed listing of all AD's and method and date of each compliance.
- f. Any other documentation when specifically asked for.

III. Export - Flyaway Aircraft (new or used).

a. An aircraft which is being exported to the Philippines shall display the Philippine nationality and registration marks and shall carry on the delivery flight:

- 1. Philippine Registration Certificate.
- 2. Philippine Certificate of Airworthiness (provisional).
- 3. Export Certificate of Airworthiness.
- 4. Philippine Ferry Permits.
- 5. Such other documents as may be essential to the safe operation of the aircraft.

IV. It shall be the responsibility of the Philippine purchaser to ensure that the identification markings are properly displayed upon the aircraft prior to departure from the exporter's base and to ensure that the necessary documents are carried on board the aircraft at the time of delivery.

Mailing Address:

Director of Air Transportation  
Aviation Safety  
Manila International Airport  
Pasay City, Philippines



REPUBLIC OF PORTUGAL - SPECIAL REQUIREMENTS

(Revised March 1987)

GENERAL.

1. Aircraft or any other Class I product, to be eligible for registration and airworthiness certification by the Government of the Republic of Portugal, must be eligible for certification in the United States, and should be covered by Export Certificates of Airworthiness, FAA Form 8130.4, in accordance with Part 21 of the United States Federal Aviation Regulations and should comply with the applicable special requirements contained in paragraphs 3., 4., and 5.

NOTE: Aircraft and other Class I products eligible for certification in the U.S. "Restricted," "Limited," or "Experimental" classification, may be exported to the Republic of Portugal only if a prior and specific approval of the Director, Directorate-General of Civil Aviation, is obtained.

2. Class II and Class III products, to be eligible for approval and installation of certified civil aircraft of Portuguese registry, should be exported in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3, is acceptable.

3. The Manufacturer or Supplier must hold or obtain one or more of the following documents, unless otherwise approved by the Republic of Portugal, Directorate-General of Civil Aviation:

(a) A current valid Federal Aviation Administration, Production Certificate (FAA-PC) for the product involved, as outlined in FAR Part 21, Subpart G;

(b) An FAA Approved Production Inspection System (FAA-APIS) letter, as provided in FAR 21, Subpart F;

(c) An FAA replacement and modification Parts Manufacturer Approval (FAA-PMA) letter issued by the FAA as per FAR 21, Subpart K. In this case, parts, containers, and invoices, will bear evidence of the manufacturer's name, address, the part number, registered trademark, when described in the FAA approval letter, and the symbol FAA-PMA;

(d) Technical Standard Order (TSO) letter of acknowledgement or authorization issued by the FAA as per FAR Part 21, Subpart O.

4. Reconditioned, used or surplus parts must be accompanied by a certificate signed by an appropriately rated FAA certified repair station holding a currently valid certificate, as provided under Part 145 of the United States Federal Aviation Regulations.

(a) The return to service maintenance records required by FAR Part 43 shall accompany the parts;

(b) The provisions of this paragraph 4. are not applicable to standard parts (such as nuts and bolts) conforming to established industry or government specifications, e.g., Standard Aircraft Equipment (SAE), and Military Specifications (MIL. Spec.).

5. In all instances, suppliers must certify on the face of their invoice, that the product involved was manufactured under one or more of the preceding procedures: i.e., FAA PC No. \_\_\_\_\_; FAA-APIS letter dated \_\_\_\_\_; FAA-PMA letter dated \_\_\_\_\_; TSO No. \_\_\_\_\_; MIL. Spec. \_\_\_\_\_; other Government or Industry Specifications \_\_\_\_\_.

AIRCRAFT OF FIRST OR SAME MODEL.

6. In addition to the foregoing, applicable parts of the following requirements prescribed by the Republic of Portugal, Directorate-General of Civil Aviation will be complied with when exporting aircraft:

(a) If the aircraft is the first of a model exported to Portugal, the following material shall be furnished with the new aircraft:

(1) A copy of the type flight test report. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained in, or furnished with the type flight test report, must be corrected to standard atmospheric conditions and a statement to this effect shall be made a part of the report. Established operational limitations, speeds, and approved loads shall be indicated.

(2) A copy of the manufacturer's production flight test report applying to the aircraft being operated, including a copy of the flight check-off form utilized when testing the aircraft.

(3) A type record of stress analysis summary showing, for all members of the primary structure, their design loads, dimensions, materials, strength, and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests. If the aircraft has been approved for ditching in its country of origin, appropriate substantial data shall be submitted.

(4) A statement by an authorized representative of the manufacturer to the effect that all pertinent information, modification service bulletins and revisions and updates to such bulletins, will be automatically distributed to the Directorate-General of Civil Aviation of the Republic of Portugal.

(5) Two copies of each of the approved flight manual and weight and balance report applicable to the particular aircraft, including aircraft not exceeding 6,000 lbs M.T.O.W.

(6) One copy of each of the operating manual maintenance and service manual overhaul, wiring diagrams and repair manuals, applying to the aircraft, aircraft engine(s), propeller(s), and major auxiliary equipment installed on the aircraft.

(7) One copy of spare parts relating to the aircraft, aircraft engine(s), propeller(s), and major auxiliary equipment installed.

(8) One copy of maintenance planning data relating to the aircraft.

(9) A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft, engine(s), propeller(s), and associated equipment. This should include inspection timetables and appropriate charts and instructions relating to the installed systems.

(10) One copy of information or instructions essential to the assembly and rigging of the aircraft.

(11) A list of communication and navigation equipment installed, by make and model, and operating instructions.

(12) One copy of the current official aircraft, engine and propeller specifications, and special conditions and/or exemptions included in the certification basis.

(13) One copy of minimum equipment list (MEL) for aircraft type certificated in transport category.

(14) One copy of the record of all "mandatory" modifications accomplished prior to exporting, as well as "non-mandatory."

(15) Certified aircraft, engine(s), and propeller(s) logbook or other equivalent historical records showing total operating time and time since overhaul.

(16) A written undertaking shall be furnished by the manufacturers of the aircraft, its engine(s), and propeller(s) to supply, as appropriate, all amendments and reissues for the data specified in paragraphs (a)(5) through (a)(10).

(17) Any other information or documentation when specifically asked for.

(b) If an aircraft of the same model has previously been exported to and certified in Portugal, the following documents or material shall be furnished with the new aircraft:

(1) One copy of approved flight manual and weight and balance report applicable to the particular aircraft, including aircraft not exceeding 6,000 lbs M.T.O.W.

(2) Certified aircraft, engine(s), and propeller(s) logbooks or other equivalent historical records, showing total operating time and time since overhaul.

(3) Record of all modifications accomplished prior to exporting, "mandatory" as well as "non-mandatory."

(4) A list of communications and navigation equipment installed by make and model, and operating instructions.

(5) Any other information or documentation when specifically asked for.

(c) If the aircraft is certificated in the restricted category, the following material shall be furnished with aircraft in addition to above 6(a):

(1) A statement by the Federal Aviation Administration, describing the manner in which the aircraft has been modified from the "standard category" configuration to make it suitable for "special purpose" operation.

(2) A statement indicating [[the]] part of the Federal Aviation Regulations, the FAA aircraft specifications or type certificate data sheet under which the aircraft would have been eligible for type certification in the "standard category" except for those "special purpose" modifications accomplished by the manufacturer and which are approved by the Federal Aviation Administration.

#### SPECIAL TECHNICAL REQUIREMENTS.

7. Noise Limits. An aircraft will be eligible for a Certificate of Airworthiness only if it complies with the noise standards of ICAO Annex 16, Volume I, First Edition (1981), Chapters 2, 3, 5, or 6, as applicable. The following material shall be furnished with the aircraft, in addition to referred in paragraph 6:

(a) Certified maximum noise levels and their 90 percent confidence limits in accordance with the applicable chapters and appendix of the ICAO Annex 16, Volume I, First Edition (1981).

(b) Description of noise measuring and analyzing procedures including correction methods which should include the following items:

(1) A measured and corrected sound pressure levels presented in one-third octave band levels obtained with equipment

conforming to the standards described in applicable chapters of the ICAO Annex 16, First Edition.

(2) The type of equipment used for measurement and analysis of all acoustic aeroplane performance and meteorological data.

(3) The following atmospheric environmental data, measured immediately before, after, or during each test at the observation points prescribed in applicable chapters and appendices of the ICAO Annex 16, First Edition.

(i) Air temperature and relative humidity.

(ii) Maximum, minimum, and average wind velocities.

(iii) Atmospheric pressure.

(4) Comments on local topography, ground cover, and events that might interfere with sound recordings.

(5) The following aeroplane information:

(i) Type, model, and serial number (if any) of aeroplane and engines.

(ii) Gross dimensions of aeroplane and location of engines.

(iii) Aeroplane gross weight for each test run.

(iv) Aeroplane configuration such as flap and landing gear positions.

(v) Airspeed in knots.

(vi) Engine performance in terms of net thrust, engine pressure ratios jet exhaust temperatures, and fan or compressor shaft rotational speeds as determined from aeroplane instruments and manufacturer's data.

(vii) Aeroplane height above ground determined by a method independent of cockpit instrumentation such as radar tracking, theodolite triangulation, or photographic scaling techniques approved by the certification authorities.

(6) Aeroplane speed and position and engine performance parameters recorded at an approved sampling rate sufficient to correct to the noise certification reference conditions and synchronized with the noise measurement.

(7) Lateral position relative to the extended center line of the runway, configuration, and gross weight.

(8) Description of such noise measuring and analyzing procedures including correction methods that differ from or are not specified in the ICAO Annex 16, First Edition (1981), if any.

(9) Description and analysis of the sources of possible errors which may exist in the final values of EPNL.

(c) Statement of any additional modification incorporated for the purpose of compliance with the applicable noise certification standards.

8. Radio Equipment. Radio equipment must be FAA approved and comply with TSO/FAA TC specifications. When a radio equipment model is exported to Portugal for the first time, one copy of the following material will be furnished:

- The manufacturer's statement of conformance submitted to FAA.
- The letter of acceptance issued by FAA.
- The technical manuals and bulletins (service bulletins, etc).

Special technical requirements regarding the radio equipment are:

- VHF radio-communication equipment must be compatible for use with 25 kHz spacing between channels.
- VHF radio-navigation equipment must be compatible for use with 50 kHz spacing between VOR and LOC channels and 150 kHz between associated glide slope channels.
- Communication and navigation antennas are to be distinct.
- VOR/LOC and glide slope antennas are to be distinct.

9. Flight Instruments.

- Airspeed indicators must show airspeed in knots only.
- Altimeters must be of the sensitive type, showing altitude in feet, with adjustable setting in millibar scale.

10. Flight Data Recorder and Cockpit Voice Recorder.

Turbine powered transport category airplanes of a maximum weight of over 5,700 kg must be equipped with an approved flight data recorder. When the maximum weight is over 27,000 kg, an approved cockpit voice recorder is also required. The technical manuals and the last calibration charts pertinent to the installed recorders will be furnished.

11. Changes to Type Certification. Each change of a product must be FAA approved and related material must be furnished for its inclusion in the type design. Changes in this context are:

(a) "Major changes" according to FAR 21.93(a); and

(b) Changes covered by a Supplemental Type Certificate in accordance with FAR Part 21, Subpart E.

EXPORT - FLYAWAY AIRCRAFT.

12. An aircraft being exported to Portugal via flyaway, without U.S. nationality and registration marks, should display Portuguese nationality and registration marks and should carry the following documents on the delivery flight:

(a) Portuguese Certificate of Registration;

(b) Portuguese Certificate of Airworthiness;

(c) U.S. Certificate of Airworthiness for Export, FAA Form 8130-4;

(d) FAA Approved Flight Manual;

(e) Portuguese Radio License or a letter of authority to cover the use of radio, valid for the delivery flight, for the radio equipment installed on the aircraft; and

(f) Such other documents as may be essential for the safe operation of the aircraft.

NOTES: 1) [[Paragraphs]] (a) and (b) may be replaced by a Special Permit for a delivery flight. The Government of Portugal, the Directorate-General of Civil Aviation, requests to be advised by cable of the issuance of a Certificate of Airworthiness for Export in respect to any aircraft which is to be exported to Portugal via flyaway.

2) It will be the responsibility of the Portuguese purchaser to ensure that the identification marks are properly displayed upon the aircraft prior to the departure from the exporter's base and to ensure that the necessary flight documents are installed and carried in the aircraft during the delivery flight.

7/9/92

AC 21-2G  
Appendix 2

NOTES.

13. The address of the Directorate-General of Civil Aviation of Portugal is as follows:

Portuguese Government  
Direccao-geral da Aviacao Civil  
Direccao do Material Aeronautico  
Rua B - Edificio 6 - Aeroporto  
1700 - Lisboa, Portugal

CABLE ADDRESS: AEROCIVIL LISBOA  
TELEX: 12120 AERCIV P  
PHONES: 88 81 51 - 88 81 52 - 88 81 53 - 89 66 71

14. The manufacturer or exporter will be advised by purchaser on the basis of information furnished to the purchase by the Directorate-General of Civil Aviation of Portugal when an aircraft is the first of a type or model to be imported into Portugal.



KINGDOM OF SAUDI ARABIA - SPECIAL REQUIREMENTS

(REVISED - NOVEMBER 1990)

1. General.

a) Aircraft and other Class I, II, and III products to be eligible for export to the Kingdom of Saudi Arabia, in addition to the requirements prescribed in Part 21 of the U.S. FAR's, must be eligible for airworthiness certification in the "standard" classification and comply with the applicable special requirements.

NOTE: Aircraft eligible for certification in the United States, "restricted," "limited," or "experimental" classification, may be exported to the Kingdom of Saudi Arabia only if a prior and specific approval of the President of Civil Aviation (PCA) is obtained.

b) In all instances, manufacturers or suppliers must certify on the face of their invoice that the product involved was manufactured under one or more of the preceding procedures: i.e., FAA PC No. \_\_\_\_; FAA-APIS letter dated \_\_\_\_; FAA-PMA letter dated \_\_\_\_; TSO No. \_\_\_\_; MIL. Spec. \_\_\_\_; other government or industry specifications.

2. In addition to the foregoing, the following administrative requirements and material shall be furnished to the PCA including revision service:

a) New Aircraft.

1) Statement of Build Standard. This statement to include the aircraft specification and a list of Service Bulletins incorporated in production.

2) Statement of Modification status. This must include:

i) Customer options incorporated.

ii) Equipment incorporated.

iii) Service Bulletin including Alert Service Bulletin compliance.

3) FAA Export Certificate of Airworthiness.

4) Airworthiness Directives. A declaration of compliance with all Airworthiness Directives issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated.

\* 5) Type Certificate Data Sheets or Specifications. FAA Aircraft, Engine, and Propeller Data Sheets including any supplemental type specifications.

- 6) Equipment List.
- \* 7) Wiring Diagram.
- 8) Weight schedule and weighing report.
- \* 9) Electrical load analyses.
- \* 10) MRB program, where applicable.
- 11) Time/life limitations.
- 12) Copy of Production Flight Test Report related to the specific aircraft.
- 13) Record of Compass System and Magnetic compass swings.
- 14) Detailed list of radio equipment constituting the radio station.
- 15) Statement of compliance with mandatory equipment and radio apparatus.

16) MANUALS:	<u>Number Required</u>
* (i) Flight Manual	1 (+1 for each aircraft)
* (ii) Aircraft Maintenance and Overhaul	1
* (iii) Operations	1
* (iv) Engine Maintenance and Overhaul	1
* (v) Maintenance Planning Guide	1
* (vi) Structural Repair	1
* (vii) Parts Catalog	1
*(viii) Weight and Balance Loading Procedures	1
* (ix) Standard Practices	1
* (x) Propeller Maintenance and Overhaul	1
* (xi) Structurally Significant items	1
* (xii) Complete set of Service Bulletin (Aircraft)	1
*(xiii) Complete set of Service Bulletins (Engines)	1
* (xiv) Complete set of Service Bulletins (Propellers)	1

NOTE: \* Required only with first aircraft of a particular type and model exported to the Kingdom of Saudi Arabia.

b) Used Aircraft. In addition to the information referred to above, the following is also required for used aircraft:

1) A complete history of the aircraft, engines, components and equipment including:

(i) The number of landings and pressurization cycles where the aircraft is subject to mandatory life limitations.

(ii) The maintenance program to which the aircraft have previously been maintained.

2) The flight time since new of any components of the aircraft, engines, or equipment which are subject to mandatory life limitations.

3) The flight time since new or overhaul, as appropriate, of any components of the aircraft, engines, or equipment which are subject to an approved overhaul period.

4) Details of all changes of major structural components such as wings, tailplanes, helicopter rotors or transmission components, and histories of the replacing components.

5) Details of major structural repairs including the nature of damage in each case.

c) Aircraft Parts.

- 1) Airworthiness Approval Tag (FAA Form 8130-3);
- 2) Compliance with FAR 21 (Subpart L).

d) Engines/Propellers.

- 1) Export Certificate of Airworthiness (FAA Form 8130-4);
- 2) Compliance with FAR 21 (Subpart L);
- 3) Statement of Mandatory Service Bulletins complied with.

e) Engine/Propeller Parts.

- 1) Airworthiness Approval Tag (FAA Form 8130-3);
- 2) Compliance with FAR 21 (Subpart L).

f) Components.

- 1) Airworthiness Approval Tag (FAA Form 8130-3);
- 2) Compliance with FAR 21 (Subpart L);
- 3) Statement of Mandatory Service Bulletins complied with.

g) Appliances.

- 1) Airworthiness Approval Tag (FAA Form 8130-3);
- 2) Statement of Mandatory Service Bulletins complied with.

3. Export - flyaway aircraft.

a) An aircraft which is being exported to the Kingdom of Saudi Arabia via flyaway should display Saudi Arabian nationality and registration marks and should carry the following documents on the delivery flight:

- 1) Saudi Arabian Certificate of Registration.
- 2) Saudi Arabian Certificate of Airworthiness or Delivery Flight Authorization.
- 3) U.S. Certificate of Airworthiness for Export.
- 4) Approved Flight Manual.
- 5) MNPS Authorization, if applicable.
- 6) Such other documents as may be essential to the safe operation of the aircraft.

b) The Saudi Arabian Presidency of Civil Aviation requests to be advised by telegram of the issuance of a Certificate of Airworthiness for Export in respect of any aircraft which is to be exported to the Kingdom of Saudi Arabia via flyaway.

NOTE: It will be the responsibility of the Saudi Arabian purchaser to ensure that the identification markings are properly displayed upon the aircraft prior to departure from the exporter's base and to ensure that the necessary flight documents are installed and carried in the aircraft during the delivery flight.

Mailing Address:

Presidency of Civil Aviation  
Vice President, Aviation Standards & Safety Dept.  
P.O. Box 887, Jeddah 21165  
Kingdom of Saudi Arabia

Cable Address:

Telex: 603235 FSDPCA SJ  
Fax: 685-5745 / 685-5142

## REPUBLIC OF SINGAPORE - SPECIAL REQUIREMENTS

(Revised December 26, 1990)

1. INTRODUCTION. The following identifies those special administrative requirements which must be satisfied at the time of export (in addition to any other validation requirements) for a particular product to be eligible for Singapore registration, certification, or airworthiness validation.

2. SPECIAL ADMINISTRATIVE REQUIREMENTS.

2.1 New Aircraft.

(a) FAA Export Certificates of Airworthiness for the aircraft, engines, and propellers.

(b) A list of Service Bulletins, including Alert Service Bulletins, complied with.

(c) Statement of Modification Status which shall include:

(i) Customer options incorporated.

(ii) Equipment incorporated.

(d) Airworthiness Directives.

(i) A declaration of compliance with all Airworthiness Directives issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated.

(ii) FAA Airworthiness Directives containing repetitive compliance requirements must be identified. Information as to when the next compliance is due must also be provided.

(e) Statement of compliance with mandatory equipment and radio apparatus requirements specified in the Schedules of the Singapore Air Navigation Order.

(f) Statement of compliance with requirements specified in the Singapore Airworthiness Notices.

(g) A list of defects, if any, that are to be rectified by the Singapore operator at the time of issue of the Export Certificate of Airworthiness.

(h) Equipment List.

(i) Weight Schedule and weighing report.

(j) Time/Life limitations.

- (k) Records of compass system and magnetic compass swing.
- (l) Noise Certificate.

2.2 First-of-type Aircraft. In addition to the requirements in paragraph 2.1, the following is required for a first-of-type aircraft exported to Singapore, unless otherwise notified:

- (a) Statement of build standard which shall include the aircraft specification.
- (b) A copy of the aircraft and engine type certificates and applicable Supplemental Type Certificates.
- (c) Type Certificate Data Sheets or specifications for aircraft, engine, and propeller, including any supplemental type specifications.
- (d) Wiring diagram.
- (e) Electrical load analysis.
- (f) Maintenance Review Board Report, where applicable.
- (g) Maintenance Planning Data.
- (h) FAA approved Master Minimum Equipment List, where applicable.
- (i) Noise type certificate.
- (j) One copy each of the following manuals:
  - (1) Flight Manual or Pilot Operating Handbook (in addition to the copy for each aircraft).
  - (2) Operations (in addition to the copy for each aircraft).
  - (3) Aircraft Maintenance.
  - (4) Engine Maintenance.
  - (5) Propeller Maintenance.
  - (6) APU Maintenance.
  - (7) Parts Catalog.
  - (8) Standard Practices.
  - (9) Structural Repair.

- (10) Structurally Significant Items.
- (11) Loading Procedures.
- (12) Weight and Balance.
- (13) Non-destructive Testing.

(k) Complete sets of Service Bulletins for aircraft, engine, propeller, and APU. Amendment service for the above documents must be provided.

2.3 Used Aircraft. In addition to the requirements in paragraph 2.1 and, where applicable, in paragraph 2.2, the following is also required for used aircraft:

(a) A complete history of the aircraft, engines, propellers, components and equipment including:

(i) The number of landings and pressurization cycles where the aircraft is subject to mandatory life limitations.

(ii) The maintenance program to which the aircraft has previously been maintained, including previous check cycle and future check cycle.

(b) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to mandatory life limitations.

(c) The flight time since new and since overhaul of any components of the aircraft, engines, propellers, or equipment which are subject to an approved overhaul period.

(d) Details of all changes of major structural components such as wings, tailplanes, helicopter rotors or transmission components, and histories of the replacing components.

(e) Details of major structural repairs including the nature of damage in each case.

#### 2.4 Aircraft Parts.

(a) Airworthiness Approval Tag (FAA Form 8130-3).

(b) Compliance with FAR 21 (Subpart L).

(c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.



2.5 Engines/Propellers.

- (a) Export Certificate of Airworthiness (FAA Form 8130-4).
- (b) Compliance with FAR 21 (Subpart L).
- (c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

2.6 Engine/Propeller Parts.

- (a) Airworthiness Approval Tag (FAA Form 8130-3).
- (b) Compliance with FAR 21 (Subpart L).
- (c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

2.7 Components.

- (a) Airworthiness Approval Tag (FAA Form 8130-3).
- (b) Compliance with FAR 21 (Subpart L).
- (c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

2.8 Appliances.

- (a) Airworthiness Approval Tag (FAA Form 8130-3).
- (b) FAA Certificate of Conformity.
- (c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

## REPUBLIC OF SOUTH AFRICA - SPECIAL REQUIREMENTS

[[Reprinted from AC 21-2F dated August 7, 1987]]

1. An aircraft or any other Class I product, to be eligible for registration and airworthiness certification by the Government of the Republic of South Africa, must be eligible for certification in the United States standard or restricted category and should be covered by an Export Certificate of Airworthiness, FAA Form 8130-4, in accordance with Part 21 of the United States Federal Aviation Regulations. Class II and Class III products, to be eligible for approval and installation on certificated civil aircraft of South African registry, should be exported in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations.

2. When the aircraft is the first of the type or model to be imported into South Africa, the importer will advise the exporter of this fact and the exporter is to supply the Secretary for Transport, Department of Transport, Private Bag 193, Pretoria, Republic of South Africa, with the information and data material as shown below:

(a) A set of maintenance, overhaul, parts, repair, and operations manuals issued by the manufacturers of the aircraft, its engine(s), propeller(s), and installed equipment and containing such information as is necessary to assemble, maintain, overhaul, repair, and operate the aircraft, its engine(s), propeller(s), and installed equipment.

(b) A set of all current service bulletins, service letters, and modification bulletins, issued in respect of the aircraft, its engine(s), propeller(s), and installed equipment and written confirmation from the manufacturer of the aircraft that, as and when they are issued, he will supply the Secretary for Transport with copies of amendments to and new issues or revisions of the publications referred to in this and the preceding subparagraph:

(c) A three-view general arrangement drawing of the aircraft.

(d) A Type Certificate Data Sheet or equivalent document.

(e) The approved flight manual or an equivalent document.

(f) A copy of the manufacturer's production flight test report for the aircraft being exported.

3. The exporter must supply the following documents in respect of every aircraft for which a South African Certificate of Airworthiness is desired:

(a) A certified statement issued by the manufacturer, indicating that all mandatory modifications and special inspections have been complied with.

(b) A copy of the aircraft weight and balance report and equipment list showing the weights and arms of the main components and installed equipment.

(c) An approved flight manual or equivalent document.

## KINGDOM OF SPAIN

(Revised January 24, 1992)

SPECIAL REQUIREMENTS FOR THE IMPORT OF AIRCRAFT  
FROM THE UNITED STATES OF AMERICA.

SECTION 1 - INTRODUCTION. This document prescribes special requirements supplementing the Agreement on the Reciprocal Acceptance of Export Certificate of Airworthiness between the Kingdom of Spain (KOS) and the United States of America (USA) that came into effect by the Exchange of Notes in October 13, 1978.

The civil airworthiness authority in the KOS is the Direction General of Aviation Civil (DGAC), and their address is:

Direccion General de Aviacion Civil  
Telemaco, 54  
28071 Madrid, Spain

Telex: 27702 CIAIR E or 48339 CIAL E  
Fax: 34 1 5535014

SECTION 2 - EFFECTIVITY. Effective October 9, 1987, in accordance with the Director General de Aviacion Civil resolution on import of aircraft, to be eligible for a Spanish standard airworthiness certificate, an aircraft of a particular type and model, not previously registered in Spain, must be of a type which has been issued a Spanish Type Airworthiness Certificate and comply with the special requirements prescribed in this document.

SECTION 3 - REQUIREMENTS FOR ISSUANCE OF SPANISH TYPE AIRWORTHINESS CERTIFICATE. The process to obtain a Spanish Type Airworthiness Certificate for new aircraft (aircraft not previously registered anywhere), defined in Section 2 is initiated by the DGAC upon receipt of the application letter from the manufacturer, through the Federal Aviation Administration (FAA) office responsible for the particular aircraft type design. The process for used aircraft (aircraft previously registered), defined in Section 2 is initiated upon receipt of the application letter from the prospective registered owner.

The application letter should include a general description and a three-view drawing of the aircraft.

At an early date a schedule will be developed between the manufacturer or prospective registered owner, the FAA, and the DGAC to accomplish the following.

A. All Aircraft categories Except Restricted.

1. A presentation of technical data with a description of the aircraft design emphasizing unusual design features.

2. A presentation by the FAA describing the certification basis upon which the USA Type Certificate was (or is to be) based.

3. A briefing by the FAA on the aircraft's service history including corrective measures taken to preclude reoccurrence of incidents or accidents.

4. Ground school training, acceptable to DGAC, for DGAC personnel on the aircraft's systems, equipment, and maintenance aspects.

5. Establishment of KOS certification basis. The certification basis will be established as soon as the DGAC is sufficiently familiar with the aircraft design to do so. It will be established to form a basis for comparing the DGAC airworthiness requirements with those applied by the FAA in conducting its own certification, to determine what, if any, additional technical conditions must be met for KOS certification.

6. Submittal of technical documents. The DGAC must receive through the FAA, prior to the issuance of the Spanish Type Airworthiness Certificate, one copy of the technical documents listed below.

- standards.
- 1) A statement of the applicable design certification standards.
  - 2) General interior arrangement configuration drawings.
  - 3) Three-view drawing (exterior configuration).
  - 4) Master Drawing List.
  - 5) Master Equipment List.
  - 6) Master Minimum Equipment List.\*\*
  - 7) Aircraft Flight Manual.
  - 8) Configuration Deviation List.\*\*
  - 9) Instructions for Continued Airworthiness.\*
  - 10) Listing of service life for critical parts subject to fatigue, if this information is not provided elsewhere in the above data.\*
  - 11) Structural Significant Items Manual.\*\*
  - 12) Maintenance Planning Data Manual.\*\*
  - 13) Overhaul Manual.\*\*

- 14) Component Maintenance Manual.\*\*
- 15) Standard Practices Manual.\*\*
- 16) Special Tool and Ground Handling Equipment Manual.\*\*
- 17) Nondestructive Testing Manual.\*\*
- 18) Illustrated Parts Catalog relating to the aircraft and major equipment.\*\*
- 19) Record of rigging checks.
- 20) Certification compliance (checklist).
- 21) FAA Type Certificate.
- 22) FAA Type Certificate Data Sheet or data and descriptive information needed by the DGAC to approve the Type Certificate Data Sheet.
- 23) Electrical Load Analysis.\*
- 24) Wiring diagram.\*
- 25) List of aircraft markings and placards.
- 26) Operations Manual.\*\*
- 27) Structural Repair Manual.\*\*
- 28) Weight and Balance Loading Procedure Manual.\*\*
- 29) Antenna performance patterns.
- 30) A statement from the manufacturer of the aircraft confirming to DGAC the revision service for the technical documents listed in Items 7 through 10 and 26 through 28.
- 31) Engine Maintenance and Overhaul Manual.\*
- 32) Engine Instructions for Continued Airworthiness.\*
- 33) Listing of service life for critical engine parts subject to fatigue, if this information is not provided elsewhere in the above data.\*
- 34) Propeller Service and Overhaul Manual.\*
- 35) Propeller Instructions for Continued Airworthiness.\*

36) Listing of service life for critical propeller parts subject to fatigue, if this information is not provided elsewhere in the above data.\*

\* When required by the KOS certification basis.

\*\* If this document has been prepared by the manufacturer.

If any of the above technical documents will not be available prior to the issuance of the KOS Type Airworthiness Certificate, notification to the DGAC must be made with the new data when the documents will become available. The DGAC may request additional technical documents or equivalent information to issue the KOS Type Airworthiness Certificate.

7. FAA confirmation. An FAA written statement to DGAC confirming that the type design has been examined, tested, and found to meet the KOS certification basis and that the technical documents listed in the previous paragraph and any additional documents requested have been submitted.

8. Ground and flight evaluations. The ground and flight evaluations will be performed by the DGAC following the completion of the above items.

9. Issuance of Spanish Type Airworthiness Certificate. The DGAC will, after the above items are completed with satisfactory results, issue the KOS Type Airworthiness Certificate and the Type Certificate Data Sheet for the particular aircraft type and model.

B. Restricted Category Aircraft. Spanish Type Airworthiness Certificates for aircraft certificated in the USA in a restricted category will be considered on an individual basis, following the completion of the requirements listed above in Section 3.

## SWEDEN - SPECIAL REQUIREMENTS

(Revised October 11, 1991)

1. INTRODUCTION. In accordance with the bilateral agreement between the United States of America and Sweden, airworthiness certification of aeronautical products are reciprocally accepted. The following Special Requirements are applicable to such products exported from the United States of America to Sweden.

Luftfartsverket, the Swedish Civil Aviation Administration, is referred to as LFV below.

2. GENERAL.

2.1 An aircraft type/model/version must be type accepted by LFV before issuance of a Swedish Certificate of Airworthiness for an individual aircraft and its permanent registration in Sweden. The import evaluation leading to type acceptance of a U.S. manufactured aircraft is mainly a familiarization procedure but may lead to additional type specific design, maintenance, operational, or training requirements.

Regarding the procedure for type acceptance of an aircraft, see Appendix I below.

2.2 Engines and propellers installed on an aircraft are type accepted by LFV as part of the aircraft if they are listed in the FAA approved type certificate data sheet. Then, no additional type acceptance procedure is necessary. For type acceptance of engines and propellers not previously accepted as part of an aircraft and not installed on an aircraft, see 3.2 below.

2.3 An aircraft may not be entered on the Swedish register unless compliance with ICAO Annex 16, Volume I, Aircraft Noise, is shown. In addition, the following applies:

- An old propeller driven airplane with a maximum certificated take-off weight of 9000 kg or less must comply with the requirements of ICAO Annex 16, Chapter 6 or Chapter 10, even if no requirements are applicable according to the Annex, unless it is specifically designed for aerobatic, agricultural or fire fighting purposes.

- A jet airplane entered on the Swedish register after September 15, 1991, may not be operated, unless:

- (a) it complies with the requirements of ICAO Annex 16, Volume I, Chapter 3, or

- (b) it has a maximum take-off weight of 34000 kg or less and a capacity of 19 or less seats, or



(c) if (a) or (b) is not applicable, it has been granted an exemption by LFV (according to the same principles as applied within the European Communities).

For (b) and (c) compliance with Chapter 2 is normally necessary.

2.4 An aircraft may not be entered on the Swedish register unless its engines, when applicable, comply with ICAO Annex 16, Volume II, Aircraft Engine Emissions.

### 3. CLASS I PRODUCTS (ref FAR Part 21-Subpart L).

#### 3.1 AIRCRAFT.

3.1.1 For an aircraft type/model/version not previously type accepted by LFV, see Appendix I.

3.1.2 For each individual aircraft of a type/model/version accepted by LFV, the following documents must be presented to LFV.

##### (a) Airworthiness document:

An Export Certificate of Airworthiness (C of A), issued by FAA within 60 days prior to the date when the aircraft is arriving in Sweden, must be presented to the LFV. The year of manufacture must be stated on the Export C of A or on another supporting document.

Other airworthiness document and procedure may be accepted by LFV on a case by case basis.

(b) Supplemental Type Certificates for approved major modifications, if any, relevant to the exported aircraft and not previously accepted by LFV, accompanied by an application for type acceptance of the modifications.

(c) Noise Certificate with noise data, if applicable, unless noise data is published in the Flight Manual. See 2.3 above.

3.1.3 An aircraft is normally only accepted for import if the running times of the engine(s) and propeller(s) since new or overhaul do not exceed 80% of the manufacturer's recommended times between overhauls. An aircraft with an engine or propeller having exceeded this running time may only be accepted for import on a case by case basis.

Latest overhaul of an engine or a propeller must have been performed by a Repair Station Certificate holder.

#### 3.1.4 Ferry flight of aircraft with interim Swedish registration.

3.1.4.1 The following documents must be carried on board the aircraft:

- (a) Export Certificate of Airworthiness or other airworthiness document accepted by LFV.
- (b) Interim Certificate of Airworthiness and Interim Licence to Operate Radio Station On Board Aircraft, issued by LFV.
- (c) Interim Nationality and Registration Certificate, issued by LFV.
- (d) Aircraft Journey Log book.
- (e) Flight Manual and Operations Manual or equivalent.
- (f) Weight and balance documents.
- (g) Approval documents for extra ferry equipment installed, issued under FAA authorization or by LFV.

#### 3.1.4.2 Aircraft marking.

The aircraft must be marked with the assigned Swedish nationality and registration marks and in accordance with Swedish BCL - M1.3.

#### 3.2 ENGINE OR PROPELLER (not installed on an aircraft).

For an engine or a propeller not previously type accepted in Sweden, individually or as part of an aircraft, the documentation required will be established by LFV on a case by case basis following an application for type acceptance.

The following documents are required for type accepted engines and propellers:

- (a) Export Certificate of Airworthiness.
- (b) Airworthiness release certificate, issued under an appropriate FAA authorization, i.e. a Production Certificate or a Repair Station Certificate.
- (c) Modification record.
- (d) Equipment list.
- (e) Log book or equivalent document.
- (f) Lists of applicable and of incorporated airworthiness directives.
- (g) Record of life limited parts.

An engine or a propeller is only accepted for import if the running time of the unit since new or overhaul does not exceed 80% of the manufacturer's recommended time between overhauls. An engine or

propeller having exceeded this running time may only be accepted for import on a case by case basis.

Latest overhaul of any engine or a propeller must have been performed by a Repair Station Certificate holder.

4. CLASS II PRODUCTS.

The following documents are needed for a Class II product:

- (a) Export Certificate of Airworthiness.
- (b) Airworthiness release certificate, issued under an appropriate FAA authorization.
- (c) Lists of applicable and of incorporated airworthiness directives.
- (d) Modification record, if applicable.
- (e) Record of life limited parts.

5. CLASS III PRODUCTS.

5.1 For a product with a serial number, an Airworthiness Approval Tag is needed.

## Appendix I

AIRCRAFT TYPE ACCEPTANCE

I.1 An application for type acceptance must be presented to LFV. For a new aircraft, the applicant should be the manufacturer or the holder of the type certificate.

I.2 The documents listed below are necessary to support the application:

- (a) Type Certificate Data Sheet, if not already published.
- (b) Flight Manual with supplements.
- (c) Operating Manual, Owner's Manual, etc., if not combined with the Flight Manual.
- (d) Noise Certificate with noise data, if applicable, unless noise data is published in the Flight Manual. See 2.3 above.
- (e) A document showing that the engines comply with ICAO Annex 16, Volume II, Aircraft Engine Emissions, if applicable.
- (f) Manufacturer's declaration that he undertakes to provide LFV, without charge, with:
  - Revisions to the Flight Manual.
  - A Maintenance Manual with revision service (not for Part 23 Commuter Category Airplanes, Part 25, Part 29, and equivalent aircraft).
  - Service bulletins and other important service information (not for Part 23 Commuter Category Airplanes, Part 25, Part 29, and equivalent aircraft).
- (g) Any other document deemed necessary by LFV for sufficient familiarization with the product.

CONFEDERATION OF SWITZERLAND SPECIAL REQUIREMENTS

(Revised December 31, 1991)

1. Any Class I product, to be eligible for acceptance by the Government of the Confederation of Switzerland, must be eligible for certification in the United States "Standard" or Restricted classification and must be covered by an Export Certificate of Airworthiness, FAA Form 8130-4, in accordance with Part 21 of the United States Federal Aviation Regulations. Class II and III products, to be eligible for acceptance and installation on certificated civil aircraft of Swiss registry, must be exported in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations. An Export Airworthiness Approval for used products affected by FAR 21.327 (e)4 relating to 21.329 (e) or 21.331 (a)1 will be validated if accompanied by records documenting previous service history.

2. In addition to the foregoing, applicable parts of the following special requirements must be complied with when exporting aircraft:

2.1 If the aircraft is the first of a model exported to Switzerland, the following documentation shall be furnished:

(1) A list of all documents submitted for FAA type certification.

(2) A copy of Part II (Flight) of the Type Inspection Report. This report is to show the flight characteristics of the aircraft and compliance with the applicable parts of the United States Federal Aviation Regulations Airworthiness Standards.

(3) Copy of the FAA approval of any deviations from the applicable parts of the United States Federal Aviation Regulations Airworthiness Standards (Special conditions/Issue papers).

(4) A structural substantiation summary of the primary structure of the aircraft, showing design loads, dimensions, materials, and safety margins.

If approval was granted on the basis of static load tests, a copy of the test report summary must be provided.

(5) Where required by the applicable parts of the United States Federal Aviation Regulations Airworthiness Standards, a summary of the fatigue or fail-safe strength investigation.

(6) A copy of the updated manufacturing drawing list as of the date of application for export to Switzerland.

(7) A blank copy of the manufacturer's Production Flight Test Report, applicable to the model.

(8) One copy each of the maintenance and repair manual applicable to the airframe (see Notes 1 and 2).

(9) One copy of the parts catalog applicable to the airframe (see Notes 1 and 2).

(10) One copy of information regarding reassembly and rigging of the aircraft, if not contained in (7) above. This requirement is applicable only to aircraft that are shipped disassembled.

(11) One three-view drawing of the aircraft, scaled to not less than 1/50, if not contained in (7) above (see Note 2).

(12) One copy each of the approved Aircraft Flight Manual and/or related manuals required for the safe operation of the aircraft (e.g., Operation/Performance Manuals, Owner's Manuals, Weight and Balance Manuals, etc.). These documents shall include all approved supplements established by the type certificate holder.

(13) Noise certification reports and data in accordance with ICAO Annex 16, Volume I.

(14) Emissions certification reports and data in accordance with ICAO Annex 16, Volume II (for turbine engines only).

(15) One copy each of the applicable Type Certificate and the respective Type Certificate Data Sheet.

(16) A complete set of pertinent manufacturer's information, modifications, service bulletins, service letters and/or similar documentation in one copy each.

(17) A statement by the manufacturer or his authorized representative to the effect that all pertinent operational and maintenance documentation listed above will be automatically updated and kept current free-of-charge for the Swiss FOCA reference files until written cancellation by the Swiss Authority.

2.2 If application is made for acceptance of an aircraft model in Switzerland that was certified in the United States by extension of an existing Type Certificate that was previously documented to the Swiss FOCA, the following shall apply:

(1) If data as already certified and accepted by the Swiss Authority remains unchanged, the manufacturer shall provide a statement to this effect.

(2) If data as already certified and accepted by the Swiss Authority is amended or revised, only those parts shall be documented as required in 2.1.

(3) Full operational documentation as listed under 2.1(12) is required in any case.

2.3 All Class I products exported to Switzerland, regardless of the conditions set forth under 2.1 and 2.2 (first of a model documentation) must be accompanied by the following documentation:

(1) An Export Certificate of Airworthiness, FAA Form 8130-4.

(2) For each individual aircraft, the following documents are required:

- One approved Aircraft Flight Manual.

- Two copies of the required approved Aircraft Flight Manual supplements (see Note 3).

- Two copies of the weight and balance statement and the equipment list or the Weight and Balance Manual (see Note 3).

- One copy each of any related manuals established by the manufacturer and required for the safe operation of the aircraft (e.g., Owner's Manual, Pilot's Manual, etc.).

(3) Logbooks that show any previous time in service and all maintenance action performed.

(4) A statement or a list to show compliance with any Airworthiness Directives for the airframe, engine, propeller, and the installed accessories.

(5) Full documentation for any alteration incorporated under the provisions of a Supplemental Type Certificate approved by the United States FAA or an authorized representative.

(6) Two copies of any Major Repair and Alteration, FAA Form 337, applicable to the product (see Note 3).

2.4 All Class II products exported to Switzerland shall carry an Airworthiness Approval Tag, FAA Form 8130-3. In case of overhauled or repaired Class II products, one copy of the overhaul or repair report is to be supplied with the product. Any previous time in service shall be documented.

2.5 Class III products, if properly marked and identifiable need no additional documentation.

NOTES:

1) Documentation mentioned under 2.1(1), (2), (4), (7) and (8) may be supplied in microfiche format, if available.

2) These documents are not required for airline type aircraft certified in the transport category.

3) These documents are required in one copy only for airline type aircraft certified in the transport category.

4) Documentation for engines, propellers, accessories, and avionic equipment is only to be supplied on special request by the Swiss FOCA.

5) Mailing address for all documentation is:

Swiss Federal Office for Civil Aviation  
Division for Aeronautical Material  
Federal Building Inselgasse  
3003 Berne, Switzerland



SYRIAN ARAB REPUBLIC - SPECIAL REQUIREMENTS

(New - August 23, 1977)

1. Syrian requirements for U.S. civil air equipment.

a. There are no Syrian government requirements for modifications on U.S. manufactured aircraft into Syria. Syrian government agencies are only importers and users of aircraft.

TAIWAN - SPECIAL REQUIREMENTS

(REVISED NOVEMBER 22, 1990)

SECTION 1 - INTRODUCTION. This section briefly describes administrative procedures for airworthiness acceptance of aeronautical products for import to Taiwan from the United States of America. Since Taiwan and the United States of America have no bilateral agreement for the reciprocal acceptance of aeronautical products, Taiwan reserves the right to either accept or deny importation of aeronautical products. To simplify the acceptance of all aeronautical products, the United States of America, Federal Aviation Regulations applicable to exporting aeronautical products will be acceptable and will be complied with by the exporter.

Administration and Procedures:

1. All aeronautical products Class I, II and III to be eligible for export to Taiwan must comply with the applicable provisions prescribed in Part 21, Subpart L, of the U.S. Federal Aviation Regulations. In particular, each Class I product will be exported with an Export Certificate of Airworthiness (FAA Form 8130-4) issued no longer than 90 days or 100 operating hours, whichever is the lesser period, since the date of issuance, and each Class II and III product will be exported with an Airworthiness Approval Tag (FAA Form 8130-3).
2. Aircraft and other Class I products to be eligible for export to Taiwan must, in addition to the requirements prescribed in Part 21, Subpart L, of the U.S. Federal Aviation Regulations, be eligible for airworthiness certification in the United States "standard" classification and comply with the applicable Special Requirements under Section 2 of this document.
3. All aeronautical products located outside the United States may be eligible for export to Taiwan, however, they must have airworthiness approval for export in accordance with the U.S. Federal Aviation Regulations, Part 21.
4. The exporter must show evidence that the products or parts thereof were manufactured under one or more of the following approvals:
  - a. The current, valid FAA Production Certificate for the products involved, as prescribed in Subpart G of Part 21 of the U.S. Federal Aviation Regulations.
  - b. An FAA Approved Production Inspection System (FAA-APIS) letter of approval, as stated in Subpart F of Part 21 of the U.S. Federal Aviation Regulations.

(Product that has been manufactured under Type Certificate only, a Statement of Conformity, FAA Form 8130-9, must be included.)

c. An FAA Replacement and Modification Parts Manufacturers Approval (FAA-PMA) letter of approval issued by FAA in accordance with Subpart K, Part 21, of the U.S. Federal Aviation Regulations.

d. A Technical Standard Order (TSO) acknowledge or authorization issued by FAA per the U.S. FAR Part 21, Subpart O.

5. Class I products to be eligible for export to Taiwan are those listed in the aircraft, engine, and propeller Type Certificate Data Sheets (TCDS) and are in production currently.

6. All Class I products exported in unassembled condition shall have sufficient instructions which describes working procedures, methods of rigging/alignment, ground testing, inspection methods, and other pertinent data for the assembly in Taiwan. The Export Certificate of Airworthiness will be invalid if all data to properly assemble the aircraft are not forwarded with the products.

7. A statement must be signed by a manufacturer's representative to the effect that all Airworthiness Directives (AD) have been complied with, that all mandatory modifications have been embodied, and that any special inspections required have been carried out.

8. To be eligible for operation under the importing country registration, the aircraft must be equipped/installed in accordance with the requirements of the operating regulations/special regulations required in Taiwan. Complementary information may be obtained from:

Chief, Airworthiness Branch  
Flight Standards Division  
Civil Aeronautics Administration  
Taipei Sung Shan Airport  
Taipei, Taiwan R.O.C. 10592

SECTION 2 - SPECIAL REQUIREMENTS. The following is the special administrative requirements which must be satisfied at the time of export for products to be eligible for airworthiness certification by Taiwan. The documents listed below must be provided and addressed to:

Chief, Airworthiness Branch  
Flight Standards Division  
Civil Aeronautics Administration  
Taipei Sung Shan Airport  
Taipei, Taiwan R.O.C. 10592

1. For each individual new aircraft.

a. The original Export Certificate of Airworthiness, FAA Form 8130-4.

b. An aircraft Bill of Sale or other evidence of ownership.

c. A list of all equipment installed on the particular product and Buyer Furnished Equipment (BFE/Buyer Options), containing serial numbers, part numbers, and locations instruction. (A statement of being compatible with the Type Specifications for BFE's.)

d. A list of radio communication and navigation equipment installed, including make, model, locations, capacity, frequencies and operating instructions.

e. The current weight and balance report and loading schedule, containing a complete inventory of all equipment and instructions.

f. Notification of the aircraft having been canceled from the exporting country registration.

g. The list of all Airworthiness Directives (AD) issued by FAA, and a statement of compliance shown at the time of issuance of the Export Certificate of Airworthiness.

h. A copy of the manufacturer production flight test report, and all the discrepancies found during the flight test have been rectified.

i. Modification Standard, including Production Modification, Customer Options, and Equipment incorporated not necessarily installed by the manufacturer.

j. A copy of Type Certificate Data Sheets (TCDS). The particular aircraft must be included in the Type Certificate Data Sheets.

k. A copy of Supplemental Type Certificate (STC), if any, and details of alterations embodied under STC.

l. Statement of Build Standard, including aircraft specifications, additional requirements, special conditions, equivalent safety items, and exemptions.

m. Language. The required marking and placards installed in passenger cabin, in cargo baggage or storage compartments, and in the aircraft exterior should be represented in bilingual--Chinese and English.

n. Seating configuration approval document. The applicant shall forward to the importing country for certification prior to issuance of Export Certificate of Airworthiness.

o. Record of rigging checks.

p. Record of compass system and magnetic compass swings.

2. For aircraft first of the type/model. In addition to the documents listed above in paragraph 1, the following technical data are required:

- a. One copy of the Type Flight Test Report.
- b. One copy of Production Certificate with, Production Limitation Record, or the Approved Production Inspection System.
- c. FAA approved Master Minimum Equipment List.
- d. Structurally Significant Items and System Significant Items.
- e. Three-view drawings of the major assemblies, installations, and primary structure.
- f. Noise Type Certificate.
- g. A statement of compliance with the current requirements of fuel venting and engine exhaust emissions.
- h. Manuals:
  - h.1. Maintenance Review Board Report (MRB).
  - h.2. Maintenance Planning Document (MPD).
  - h.3. Flight Manual. Provides aircraft performance operating limitations and other flight data required by relevant Airworthiness Authorities for certification. It includes the Configuration Deviation List.
  - h.4. Operations Manual. Provides aircraft and system descriptions, normal, abnormal, and emergency procedures and operational performance.
  - h.5. Maintenance Manual.\* /Wiring diagram.\*
  - h.6. Structural Repair Manual.\*
  - h.7. Illustrated Parts Catalog (IPC).\*
  - h.8. Weight and Balance Manual.
  - h.9. Components Manual
    - Overhaul/Component Maintenance Manual Manufacturer.\*
    - Overhaul/Component Maintenance Manual Vendor.\*
  - h.10. Non-destructive Inspection Manual.\*
  - h.11. Overhaul/Repair Standard Practices Handbook.

h.12. One complete set of Service Bulletins or the equivalent.

h.13. Engineering Documents

- Standards Manual: contains data about standards approved by the exporter including reference lists.
- Process and Material Specification: contains data related to manufacturing processes and material identification and treatments used in the construction assembly of the Aircraft.

NOTES: Marking \* means either microfilm or microfiche will be accepted.

3. For each individual used aircraft. In addition to the documents listed in paragraph 1 and 2, the following technical data are required:

a. A photocopy of canceled U.S. Standard Airworthiness Certificate.

b. The certified logbooks or equivalent historical records for the Class I product and the major equipment and components (such as APU), contains information on operational times and cycles (since new and since last overhaul), maintenance, overhaul, repairs, and modifications, and status of parts with limited life time.

c. The past maintenance schedule and programs.

d. The components operating and storage limits, overhaul life summary, including details of service remaining and modification standards.

e. Component and structure retirement life summary, including details of service life remaining.

f. Compliance with structural sampling schedule and location/position, and description of the details of sampling procedures and practices.

g. Maintenance reliability programs for previous operator's fleet which include the exported aircraft

- Previous and recurring inspection cycles of system/components.
- Analysis and calculating methods for monitoring the maintenance programs.
- Performance standards of the monitored system/components.

4. For engine and propeller.

a. Export Certificate of Airworthiness, FAA Form 8130-4.

b. Compliance with FAR Part 21, Subpart L.

- c. Statement of all AD's and Mandatory SB's complied with.
  - d. Manuals
    - Maintenance, Illustrated Parts Catalog, and Overhaul documents.\*
    - Service Bulletins and, if applicable, Service Information/Letters.\*
5. For aircraft/engine/propeller parts and components.
- a. Airworthiness Approval Tag, FAA Form 8130-3.
  - b. Compliance with FAR Part 21, Subpart L.
  - c. Statement of all AD's and Mandatory SB's complied with.
6. For radio/APU/appliances and other Class II and III products.
- a. Airworthiness Approval Tag, FAA Form 8130-3.
  - b. Compliance with FAR Part 21, Subpart L.
  - c. Statement of all AD's and Mandatory SB's complied with.
7. NOTES:
- a. Marking \* means either microfilm or microfiche will be accepted.
  - b. The amendments or new issues of all the manuals listed in the above paragraphs will be the responsibility of the exporter.

REPUBLIC OF TUNISIA - SPECIAL REQUIREMENTS

(New - August 17, 1977)

1. Import of U.S. Manufactured Aircraft.

a. The Republic of Tunisia accepts for import and registration, with modification, U.S. aircraft manufactured to Federal Aviation Administration (FAA) standards.



UNITED KINGDOM - SPECIAL REQUIREMENTS

(Revised - April 1992)

SECTION 1 - INTRODUCTION. A new bilateral agreement between the United Kingdom (U.K.) and the United States (U.S.) came into effect by the Exchange of Notes in December 1972 and superseded the Exchange of Notes of 1934 relating to the reciprocal acceptance of aeronautical products. The manner in which this agreement will be implemented is described below.

A. Administration and Procedures.

(1) The procedures which must be followed to obtain U.K. certification are dealt with in the current issue of Section B of British Civil Airworthiness Requirements (BCAR) which also prescribes the documents which must be supplied for prototype and series aircraft.

(2) An Export Certificate of Airworthiness (or agreed alternative) with pertinent data attached will be required in connection with any Class I product and engine modules exported from the U.S. to the U.K. Class II and Class III products to be eligible for installation on certificated civil aircraft registered in the U.K must be processed in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations.

(3) Where the issue of an Export Certificate of Airworthiness is relevant, it shall be accompanied by a document (e.g., aircraft logbook), furnished by the applicant, which contains entries identifying those applicable FAA Airworthiness Directives (AD) and UK-CAA Additional Directives (CAA-AD) with which compliance has been achieved. This document shall also identify those AD's and CAA-AD's containing repetitive compliance requirements (e.g., inspection requirements for a particular component at 50-hour intervals) and when next compliance is due to be satisfied. All AD's and CAA-AD's must have been complied with prior to the issuance of the U.S. Export Certificate of Airworthiness unless otherwise waived by the UK-CAA.

(4) The applicant for a U.S. Export Certificate of Airworthiness is also responsible for satisfying all other U.K. Special Requirements (identified in Section 2 of this appendix), as appropriate, for the particular product being exported to the U.K. and all applicable requirements of FAR 21, Subpart L, before the U.S. Export Certificate of Airworthiness can be issued.

(5) British documents providing information on the procedures and requirements for U.K. acceptance of U.S. products are on file in each FAA Aircraft Certification Office and are available for review by the exporter.

**B. Acceptance of Aircraft.**

(1) In accordance with paragraph 4 of the U.K./U.S. bilateral agreement, the U.K. will require to become conversant with the design of all fixed-wing aircraft in excess of 2,730 kg (6,000 lbs.) weight intended for use in the U.K. Transport Category, the design of all aircraft exceeding 5,700 kg (12,500 lbs.) regardless of the intended certification category, and all rotorcraft offered for U.K. certification. Additionally, in accordance with the policy declared in CAA Airworthiness Notice No. 15, the CAA may require to evaluate certain aircraft of less than 5,700 kg weight which have unusual design features. The CAA may then issue Special Conditions to cover certain features which would otherwise not meet the standards which are implicit in BCAR and the U.K. Air Navigation Order.

(2) Once the U.K. standard for certification has been determined and, where necessary, U.K. Special Conditions have been published, the U.K. will, in accordance with paragraph 9(h)(ii) of the U.K./U.S. bilateral agreement, accept aircraft and rotorcraft to this standard and U.K. Special Conditions, as applicable, together with the applicable AD's and U.K. equivalent retrospective requirements, while they continue in production. Modifications to the aircraft may also be made, provided the requirements used as the basis of U.K. certification are complied with, or alternatively, that the CAA agree that the modifications are acceptable.

(3) For aircraft which are no longer in production, the CAA reserves the right to modify the basis of U.K. certification, or to refuse certification in accordance with paragraph 9(h)(iii) of the U.K./U.S. bilateral agreement. Where U.K. certification of such aircraft is sought, reference should be made to the Civil Aviation Authority who will advise the position pertaining at that time.

**C. Acceptance of Engine, Auxiliary Power Units and Propellers.**

(1) In accordance with paragraph 4 of the U.K./U.S. bilateral agreement a preliminary investigation may be required to establish the standard offered for U.K. certification and, where necessary, any Special Conditions the CAA may wish to apply. In the case of turbine engines for aeroplanes, the Special Condition requirements will be limited to those arising from unorthodox design features in accordance with the U.K./U.S. reciprocal acceptance agreement.

(2) When compliance with the U.K. standard for certification has been established, the U.K. will accept engines (including engine modules), auxiliary power units, and propellers and parts therefore to the defined standard while they continue to be in production subject only to compliance with subsequent applicable AD's and U.K. equivalent retrospective requirements. Modifications will also be accepted subject to compliance with the U.K. certification basis.

(3) For engines, auxiliary power units, and propellers which are no longer in production, the CAA reserves the right, in accordance with paragraph 9(h)(iii) of the U.K./U.S. bilateral agreement, to modify the basis of acceptance or to refuse certification.

D. Acceptance of Appliances and Components.

(1) Radio. The procedures which must be followed to obtain U.K. acceptance of radio equipment are dealt with in Section B, Chapter B4-10, of the BCAR.

(2) Appliances (other than Radio). Those appliances (other than radio) as so defined in Section 3 must be registered to obtain U.K. acceptance. The procedures which must be followed to obtain acceptance of such appliances are dealt with in Section B, Chapter B4-8, of BCAR.

(3) Components. Components which are produced in the U.S. for export and used on products which are or may be certificated or approved in the U.K. will be accepted by the CAA provided:

(i) They are properly designated, and

(ii) The FAA or its designee certifies that the components conform to the applicable design data and meet the applicable test and quality control requirements which have been notified by the CAA to the FAA.

NOTE: These provisions apply to those components which are produced by a manufacturer in the U.S. pursuant to an agreement between the manufacturer and the product manufacturer in the U.K.

E. Restricted Category Aircraft.

(1) Applications for U.K. certification of aircraft certificated in the U.S. in a restricted category will be considered on an individual basis.

(2) The applicant for export certification must furnish to the CAA, information describing how the aircraft differs from the type certification basis for a standard certificate - if standard certification of the type design has been made. The applicant shall provide evidence of compliance with this requirement, to the FAA or its designee, at the time of issue of the export certificate. If the applicant does not have some form of approval under the FAR, the FAA will verify the correctness of this information and will so notify [[the]] CAA by the appropriate means.

(3) On the basis of this evidence, the CAA will decide whether it is necessary to seek further information from the FAA and

which, if any, of the procedures described in paragraphs (1) and (2) above shall be invoked.

SECTION 2 - SPECIAL REQUIREMENTS. The following identifies those special administrative requirements which must be satisfied at the time of export (in addition to any U.K. Special Conditions) for a particular product to be eligible for U.K. registration, certification and/or airworthiness validation.

A. All Aircraft.

\* (1) Statement of Build Standard. This statement to include the aircraft specification, changes in design (as required by U.K. Special Conditions) and a list of Service Bulletins incorporated in production. The list of Service Bulletin incorporation is to identify:

- (i) Production versions of the Service Bulletins.
- (ii) Service Bulletin compliance.
- (iii) Alert Service Bulletin compliance.

(2) Modification Standard. This must include:

- (i) Customer options incorporated.
- (ii) Equipment incorporated, including items of equipment not necessarily installed by the manufacturer.
- (iii) Service Bulletin compliance.
- (iv) Alert Service Bulletin compliance.

(3) Export Certificate of Airworthiness. The U.S. Export Certificate of Airworthiness must list the status of compliance with U.K. Special Conditions including, by issue and date, those which have been complied with and those which have not. Accordingly, the following information should be noted on the U.S. Export Certificate of Airworthiness when issued for any aircraft to which the U.K. Special Conditions are applicable:

- (i) The date and issue number of the U.K. Special Condition which has been complied with.
- (ii) The list of Special Condition numbers which have been complied with.
- (iii) The list of Special Condition numbers which have not been complied with.
- (iv) List the operating hours accumulated of the aircraft engine(s) and propeller(s).

NOTE: Non-compliance with any U.K. Special Condition would not require a waiver from the U.K. nor preclude the issuance of a U.S. Export Certificate of Airworthiness since the U.K. is primarily concerned with the status of compliance.

(4) Airworthiness Directives. A declaration of compliance with all AD's issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated. There shall also be a declaration of compliance with CAA Additional Directives (available at FAA Aircraft Certification Offices).

\* (5) A copy of the aircraft Type Certificate plus any applicable Supplemental Type Certificates (STC). The STC's will be subject to CAA evaluation if not previously investigated.

(6) A list of defects to be rectified by the U.K. operator at the time of issue of the Export Certificate of Airworthiness, if any.

(7) Engine/Airframe/Auxiliary Power Unit logbooks.

\*\* (8) Seating configuration approval document, where appropriate.

\*\*\* (9) Maintenance Review Board program, where applicable.

(10) Time/Life limitations.

\* (11) Electrical load analyses.

\* (12) Minimum equipment list.

\* (13) Wiring Diagram.

(14) Weight schedule and weighing report.

## (15) Manuals:

	<u>Number Required</u>
* (i) Flight Manual or Pilot Operating Handbook.	4 (+1 for each aircraft)
* (ii) Maintenance.	2
* (iii) Operations.	2
* (iv) Weight and Balance Loading Procedures.	1
* (v) Overhaul.	2
* (vi) Structural repair.	2
* (vii) Component overhaul.	2
*(viii) Engine maintenance and overhaul.	2
* (ix) Standard practices.	2
* (x) Nondestructive testing.	2
* (xi) Structurally significant items.	1
(xii) Maintenance planning guide.	1
*(xiii) Parts Catalog.	2

(16) Record of Compass System and Magnetic Compass Swings.

(17) Record of rigging checks.

(18) Detailed list of radio equipment constituting the radio station.

(19) Antenna performance patterns, when available.

(20) List of Serial Numbers of significant component parts, including serial numbers, which are not listed in (15)(xiii).

B. Used Aircraft. In addition to the information referred to in Section 2, paragraph A, the following is also required for used aircraft:

\*\* (1) The maintenance program to which these aircraft have previously been maintained including:

(i) Previous check cycle.

(ii) Future check cycle.

\*\* (2) Component overhaul life summary, including details of service life remaining and modification standards.

\*\* (3) Compliance with structural inspection program. This to include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTES:

\* Required only with first aircraft of a particular type and model exported to U.K.

\*\* Normally only required for aircraft over 2,730 kg (6,000 lbs.) in Transport Category.

\*\*\* Both of the foregoing apply.

C. Aircraft Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21 (Subpart L).

D. Engines/Propellers.

(1) Export Certificate of Airworthiness (FAA Form 8130-4).

(2) Compliance with FAR 21 (Subpart L).

(3) Statement of Service Bulletins complied with.

E. Engine/Propeller Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21 (Subpart L).

F. Appliances (other than radios).

(1) Airworthiness Approval Tag (FAA Form 8130-3). The registration number assigned by the U.K. as evidence of design approval must be quoted on the tag.

(2) Compliance with FAR 21 (Subpart L).

G. Components.

(1) Conformity Certification Tag (FAA Form 8130-3).

(2) Compliance with FAR 21 (Subpart L).

(3) A statement of Service Bulletin compliance standard.

#### H. Radios.

(1) Airworthiness Approval Tag (FAA Form 8130-3) with CAA approval number quoted (ref. Section B, Chapter B4-10 of British Civil Airworthiness Requirements (BCAR)).

(2) Compliance with FAR 21 (Subpart L).

### SECTION 3 - U.K. PROCEDURES FOR ACCEPTANCE OF APPLIANCES.

#### A. GENERAL.

(1) The CAA will accept that an appliance has those characteristics vouched for on an FAA Airworthiness Approval Tag which has a CAA certification number quoted. For the purpose of this procedure, an appliance means any instrument, equipment, mechanism, apparatus, or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft, but is not part of an airframe, engine, or propeller, and includes replacement and modification parts therefor.

\* (2) The procedures given in paragraph B below are acceptable in relation to those appliances for which CAA approval is required and which meet either of the following alternatives:

(i) The appliance has been accepted by the FAA as complying with the Minimum Performance Standards of the applicable Technical Standard Order (TSO) as published in FAR 21, Subpart O and FAR 21.305(b); or,

(ii) In lieu of approval under a Technical Standard Order, the appliance has been accepted by the FAA as meeting the applicable FAR's and the terms of the applicant's specifications.

(3) In the case of an appliance which does not require specific approval by the CAA, but approval is implied by certification of the aircraft in which the appliance is installed, sufficient information shall be supplied to the user.

\* NOTE: Specific CAA approval is required for those appliances which require approval under the Air Navigation Order or appliances on which airworthiness depends but for which the aircraft constructor does not undertake full responsibility.

B. PROCEDURE. The following procedures are based upon a system of registration of the design with the CAA. The CAA will expect to recover from the applicant all costs involved in the acceptance of the appliance, including fees, subsistence, and traveling.



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(1) The applicant for U.K. appliance registration or validation certification must submit the following documents for each appliance offered for certification:

(i) CAA Form AD.70 (Attachment Enclosure 4) or letter requesting registration addressed to CAA, Aviation House, Gatwick RH6 OYR, with a copy to the appropriate FAA Aircraft Certification Office.

(ii) A supporting letter from the FAA to the CAA on the lines of Attachment (ref. example letter, Enclosure 3). This letter should be requested of the FAA office which issued the U.S. TSO Authorization.

(iii) A statement of the appropriate sections of FAR 21, Subpart O and FAR 21.305(b) with which the appliance complies; or, in cases not covered by FAR 21, Subpart O and FAR 21.305(b), a copy of the specification with which the appliance complies.

(iv) A general arrangement drawing and such descriptive information as will define the appliance sufficiently for the CAA to be able to determine any U.K. additional requirements defined in paragraph B(2). (Note: This may include physical examination of the appliance).

(v) A Declaration of Design and Performance, required by BCAR Chapter B4-8 or B4-10 as appropriate (ref. Enclosure 1).

(vi) Type test evidence showing conformance with FAR 21, Subpart O and FAR 21.305(b), or the specification with which the appliance complies when requested by the CAA.

(vii) A copy of each Maintenance, Overhaul, and Repair Manual and a copy of Service Bulletins and the Installation Manual where appropriate. Revision service must be provided.

(viii) A statement of conformance (ref. Enclosure 2) signed by the applicant.

(ix) A copy of the FAA letter of design approval for the particular appliance.

(2) Notification of U.K. Additional Requirements.

(i) After examination of the documentation required by paragraph B(1), the CAA will determine whether any U.K. additional requirement should be complied with in order to obtain CAA certification.

(ii) Such U.K. additional requirements will be kept to a minimum and will be those found necessary to:

(a) Provide a level of safety equivalent to that provided for by U.K. requirements and practice and as are necessary to comply with the Air Navigation Order.

(b) Cover features not otherwise covered by existing requirements and practices. (NOTE: This includes such matters as details of instrument presentation.)

(iii) In order to determine U.K. additional requirements, the CAA may ask for such failure analyses as are necessary to determine an equivalent level of safety.

(iv) In the event that U.K. additional requirements are deemed appropriate, the applicant and the FAA will be so advised. The applicant must then submit an amended Statement of Conformance additionally certifying that the prescribed U.K. additional requirements have been met. This statement must be accompanied by a letter from the FAA which certifies that FAA design approval for the particular appliance, including the prescribed U.K. additional requirements, has been granted.

(3) Registration.

(i) Upon CAA acceptance of the documentation required by paragraph B(1), and also when applicable, their receipt of satisfactory additional statements as required by paragraph B(2), the appliance will be registered by the CAA as being approved for use within the limitations of the Declaration of Design and Performance (DDP). The certification will only apply to the applicant, at his address at the time of certification.

(ii) The applicant will normally deal directly with the CAA throughout the certification process. The CAA will provide FAA with copies of correspondence relating to only U.K. additional requirements which they may impose and to the final acceptance of the items.

(4) Acceptance of Individual Appliances. Individual appliances of a type registered in accordance with this procedure will be accepted by the CAA on the basis of an Airworthiness Approval Tag (FAA Form 8130-3) issued by the FAA. The FAA certification may be made on behalf of the FAA by the applicant, if this authority has been delegated to the applicant by the FAA, and the FAA assumes full responsibility for the certification. The certification number issued by the CAA shall be quoted on the Airworthiness Approval Tag.

UNITED KINGDOM

ENCLOSURE 1 - (SEE EXAMPLES 1 AND 2)

DECLARATION OF DESIGN AND PERFORMANCE

(1) A standard form of Declaration of Design and Performance is given in British Standard 3G.100: Part 1, entitled, "Identifications and Declarations," and this will require to be adapted according to the nature of the equipment. The declaration shall contain the following information:

(i) Particulars identifying the equipment and its design standard and including reference to the specification(s) to which it is designed.

(ii) The rated performance of the equipment, either directly or by reference to other supplementary documents where necessary.

(iii) The degree of compliance with the requirements stating the issue number of the section concerned.

(iv) Reference to relevant test reports.

(v) Any limiting conditions applying to its use. This shall include limitations implicit in the design (e.g., working and ultimate pressure or loads, rating working and maximum voltage and current accuracy of instruments), declarations required by the governing specifications, and the ability of the equipment to work under various ambient conditions (e.g., acceleration, vibration, temperature, altitude, and humidity).

NOTE: For example, an item of electrical equipment may require the following information:

(a) Voltage range.

(b) Frequency range.

(c) Time rating and duty cycle.

(d) Altitude and temperature range appropriate to rating.

(e) Climatic test classification and waterproofness grade as defined in BS.3G.100.

(f) Vibration grading, acceleration class and grade, explosion-proofness category, fire resistance classification, compass safe distance, and whether radio-interference free.

(g) Minimum life or overhaul period in hours or cycles of operations.

(h) Restrictions in mounting attitude.

(i) Fluid resistance.

(j) Any departures from the governing specifications.

(2) The Declaration shall bear the following statement made and signed by the chief designer or his designated representative:

"I hereby certify that the information contained in this Declaration of Design and Performance is accurate.

Company Name Limited cannot accept responsibility for the satisfactory operation of equipment used outside the conditions given above without their agreement.

Signature, date "

UNITED KINGDOM

EXAMPLE 1 of ENCLOSURE 1 - RADIO EQUIPMENT

NAME AND ADDRESS  
OF MANUFACTURER

D.D.P. NUMBER. . . . .  
REVISION NO. . . . .  
CAA VALIDATION CERTIFICATION REF. . .  
(WILL BE ISSUED BY CAA)

DECLARATION OF DESIGN AND PERFORMANCE  
OF  
NAME OF EQUIPMENT

DESCRIPTION

Weight.

Overall Dimensions.

Design Specification Number.

Drawing Schedule Number.

Production Test Specification Number.

Modification Standard.

Wiring Diagram Number.

Installation Drawing Number.

Service and Instruction Manual Reference.

Approval Test Reports Ref. Nos.

Any Certificate of Declaration Bearing on this Approval.

LIMITING CONDITIONS OF USE:

Voltage Range: Power Requirements.

Frequency Range.

Ambient Temperature Range.

Climatic Grading.

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AC 21-2G  
Appendix 2

Altitude Rating.

Vibration Grade.

Acceleration Grade.

Radiated R.F. Interference.

Magnetic Effect.

Flameproofness.

Compass Safe Distance.

Endurance/Overhaul Period.

Mounting Attitude.

Departures from Specification.

Special Limitations.

Intended Use.

I hereby certify that . . . . .

UNITED KINGDOM

EXAMPLE 2 of ENCLOSURE 1 - OTHER TYPES OF EQUIPMENT

NAME AND ADDRESS  
OF MANUFACTURER

D.D.P. ....  
REVISION NO.....  
APPLIANCE REGISTRATION REF. . . .  
(TO BE ISSUED BY CAA)

DECLARATION OF DESIGN AND PERFORMANCE

OF

NAME OF EQUIPMENT

DESCRIPTION

Overall Dimensions.

Design Specification No.

Production Test Specification No.

Modification Standard.

Drawing Schedule No.

Service and Instruction Manual.

Approval Test Reports.

Any Certificate of Declaration Bearing on this Approval.

Test Factor Used.

Degree of compliance with BCAR.

Limiting Conditions of Use.

Acceleration Grade.

Mounting Attitude.

Departures from Specifications.

Special Limitations. I hereby certify that . . . . .

Intended Use.

## UNITED KINGDOM

ENCLOSURE 2 - STATEMENT OF CONFORMANCEFIRM'S NAME AND ADDRESS

Nomenclature of appliance. This must include identifying part number which will mean that this particular part number will always conform to the declared state at time of registration.

I certify that:

(1) The above-named appliance meets either the requirements of:

(a) U.S. TSO # \_\_\_\_\_ (Reference FAR 21, Subpart O and . . FAR 21.305(b)); or

(b) Specification # \_\_\_\_\_, with the following exceptions (if any) \_\_\_\_\_.

(2) The appliance has been accepted by the FAA as meeting the relevant airworthiness requirements of FAR . . . or

(3) The Additional Requirements of CAA letter dated . . . , have been met and that\*

(4) The appliance will be manufactured under the quality control system specified in FAR 21.143, and

(5) The CAA will continue to be advised of any modifications affecting the airworthiness of the appliance.

Signed . . . . .

For. . . . .

(Name of firm)

\*Not required at initial submission. Only required when the applicant has been notified of any Additional Requirements in accordance with Section 3, paragraph B(2).



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ENCLOSURE 3

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

IN REPLY REFER TO

DESIGN AND MANUFACTURING STANDARDS DIVISION  
CIVIL AVIATION AUTHORITY  
AVIATION HOUSE  
GATWICK RH6 OYR  
ENGLAND

EXAMPLE FAA LETTER

Dear Sir:

The Bennett Corporation has requested our assistance in obtaining United Kingdom import acceptance of their Altimeter Model #7, Series 725 under the terms of the bilateral airworthiness agreement between the United States of America and the United Kingdom of Great Britain and Northern Ireland relating to the reciprocal acceptance of airworthiness certifications.

We would advise you that we have accepted The Bennett Corporation certification that their Altimeter Model #7, Series 725 complies with the performance standards of U.S. TSO 737b (ref. FAR 21.305(b)) and FAR 21, Subpart O).

Appliances of this approved design will be manufactured under Federal Aviation Administration (FAA) quality control surveillance in accordance with FAA Technical Standard Order (TSO) Authorizations granted on June 26, 1979, and July 8, 1979. A copy of each TSO Authorization is enclosed for your information. Appliances manufactured under these TSO Authorizations will be marked in accordance with FAR 21, Subpart O and paragraph (b) of TSO 737b (ref. FAR 21.305(b)).

In addition, these appliances will be accompanied by an FAA airworthiness approval when exported to the U.K. These approvals will be issued by a representative of the FAA in the form of an Airworthiness Approval Tag, FAA Form 8130-3 (formerly FAA Form 186) in accordance with FAR 21.325(a)(2).

Please advise if any additional requirements must be met and if any additional data are needed for your acceptance. Otherwise, if you find this information sufficient, we would appreciate your confirmation that these appliances will be accepted by the U.K. when accompanied by an FAA Airworthiness Approval Tag.

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## UNITED KINGDOM

## Enclosure 4

Civil Aviation Authority

Safety Regulation Group

FOR CAA USE ONLY. FILE REFERENCE NO.:-

APPLICATION FOR APPROVAL OF, OR MODIFICATION TO, EQUIPMENT  
IN ACCORDANCE WITH BCAR CHAPTERS A4-8, A4-10, B4-8 OR B4-10?

Name and Address of Applicant		Name and Address of Manufacturer (if different from Applicant)	
State whether Initial Approval or Modification		Full Title of Equipment	
Type/Model No.	Part No.	Declaration of Design and Performance No.	
Brief Description of Equipment, or of Modification			
INITIAL APPROVAL - State whether the Maintenance, Overhaul and Repair Manuals are prepared and ready for use.		MODIFICATION - Describe briefly any complementary amendment necessary to the Maintenance, Overhaul and Repair Manual: otherwise state 'Not Affected'.	
FOR CAA USE ONLY Internal Reference No.:		I/We hereby apply for approval of the above Equipment/Modification in accordance with British Civil Airworthiness Requirements, Chapter A4-8, A4-10, B4-8 or B4-10.	
Cheq./PO/Cash/MO £ _____ Rec'd by _____ Date _____ Ref. _____		I/We enclose herewith the amount which is required by the current CAA Airworthiness Scheme of Charges (reviewed in April annually) to be paid on application. I/We agree to pay any further charges in connection with this application, in accordance with the said Scheme of Charges, which may be notified to me by CAA.	
Approval Recommended		Signed .....	
Date		Date .....	

NOTE: This form, when completed, should be forwarded to the Civil Aviation Authority, Safety Regulation Group,  
Aviation House, South Area, Gatwick Airport, Gatwick, West Sussex, RH6 OYR

SOCIALIST FEDERAL REPUBLIC OF YUGOSLAVIA - SPECIAL REQUIREMENTS

[[Reprinted from AC 21-2F dated August 7, 1987]]

In order to be eligible for certification in SFR Yugoslavia, transport type aircraft must be covered by following documents:

1. DOCUMENTS CONCERNING THE TYPE CERTIFICATE.

- a. A copy of the Type Certificate for the aircraft type.
- b. A copy of the Type Certificate Data Sheet.
- c. Summary of flight test reports for aircraft type certification, with expanded flight test list.
- d. Three-view drawings of the major assemblies, installations, and primary structure.
- e. Summary of stress analysis, for principal structural elements, their design loads, dimensions, materials, stresses, and safety margins, or summary of static test reports, performed for aircraft type certification.
- f. Summary of vibration test reports.
- g. List of reports and notes prepared for aircraft type certification.
- h. A copy of information or instruction necessary for the assembly and rigging of the aircraft, if the aircraft will be exported unassembled.
- i. A list of the time limits for first overhaul /TBO/ for: engines, propellers, their relevant rotables including the aircraft ones.
- j. The aircraft emergency equipment installation bulletin.
- k. The passengers attention and emergency placards bulletin.
- l. Manufacturer's maintenance requirements.
- m. A list of the necessary special tools and equipment essential to the inspection and maintenance of the aircraft, its engines, propellers, and principal accessories and other equipment items. This should include a list of permissible tolerance limits, maintenance inspection notes due to aircraft structural parts, and complete information on lubricating, fuel, and hydraulic systems.
- n. One copy each of maintenance and service, overhaul, and repair manuals applying to the aircraft, engines, propellers, or to the equipment installed on the aircraft.

o. A separate parts catalog for the aircraft, the engines, the propellers, and the principal accessories and other equipment items.

p. One copy of the following manuals:

(1) Flight manual which should contain: limitations, normal operations, emergency operations, and performance.

(2) Flight crew operating manual.

(3) Manual wiring diagram.

(4) Weight and balance manual.

q. Complete manufacturer's service bulletins.

r. A statement by an authorized representative of the manufacturer that the Yugoslav D.G.C.A., Brankova 25, Beograd, Yugoslavia, will systematically be furnished with all pertinent information, notification of modifications, service bulletins, etc., and notification of any change in such documents, to guarantee the maintenance of an acceptable airworthiness level for the aircraft.

(1) One copy of above documents must be forwarded to Yugoslav D.G.C.A., in advance or with imported aircraft, if no Yugoslav standard airworthiness certificate was issued for aircraft of that type prior to the time of aircraft importing, or if Yugoslav standard airworthiness certificate has been issued but above mentioned documents have not been forwarded to Yugoslav D.G.C.A.

## 2. DOCUMENTS REQUIRED FOR EACH INDIVIDUAL NEW AIRCRAFT.

a. An Export Certificate of Airworthiness.

b. Manufacturer's production control and test report for individual aircraft.

c. Manufacturer's production flight test report for the aircraft, including a flight test checklist utilized when testing the aircraft (two copies).

d. A weight and balance report with record containing a complete inventory of all equipment and instruments (two copies).

e. Manufacturer's production test report for the engines and propellers (two copies).

f. A list of modifications that have been incorporated during production for the aircraft, the engines, and the propellers (two copies).

g. A list of historical records for the aircraft, the engines, and the propellers (summary operating hours).

h. Last engines run-up report, not older than 10 days.

i. Delivery declaration with aircraft specification containing: data on engines, propellers, their rotables - including the aircraft ones and the equipment installed; flight data recorder, emergency equipment, radio and electrical equipment with following characteristics; model, capacity, frequency, operating instructions, etc. Manufacturer's serial number and summary operating hours must be given for each listed item (two copies).

j. One copy of the documents listed under 1(h) through (q). These documents, which are intended for the purchaser, are required only for first aircraft imported for certain purchaser. For each additional aircraft same type, imported for the same purchaser, all these documents are not required, except flight manual and flight crew operating manual. For these aircraft, the number of each required manual should be determined through the contract between aircraft exporter and purchaser.

k. Blanket of authorization for ferrying aircraft to make export delivery, issued from airworthiness authority exporter's country, if aircraft will be exported to Yugoslavia via flyaway. The use of aircraft communication transceivers should be also permitted by this document, or by separate ones.

l. Yugoslav certificate of registration and Yugoslav certificate of airworthiness, if aircraft is intended for export to Yugoslavia via flyaway with Yugoslav registration and nationality markings. Mentioned Yugoslav certificates will be issued after basic airworthiness inspection, as defined in Yugoslav law. Yugoslav registration and nationality markings shall be properly displayed on the aircraft before inspection.

3. DOCUMENT REQUIRED IN ADDITION TO THOSE SPECIFIED UNDER ITEM 2, FOR EACH INDIVIDUAL USED AIRCRAFT.

a. Airworthiness Directives status performed on aircraft, list and documents (two copies).

b. A summary of aircraft, engine and propeller modifications, performed during past use.

c. A report of past maintenance and overhaul inspection with a summary of technical data, date, and the operating hours since last inspection of each type (two copies).

d. A report of non-routine work performed on aircraft after failures and damages, list, and documents.

e. Aircraft logbook with notified: summary operating hours, number of landings, aircraft historical data concerning technical incidents and accidents, major repairs, periodical inspections, and overhauls.

- f. Engine and propeller logbooks with notations: summary operating hours, number of cycles, and historical data listed above under Item 1e.
- g. Acceptance flight test report (two copies).
- h. Limitations for next overhaul, or part of overhaul (in-flight hours and in calendar periods) for aircraft, engines, and propellers (two copies).
- i. Documentation on aircraft system reliability and statistical data on failures, and aircraft technical daily report book, for the past three months of regular use.
- j. Previous owner's maintenance manual with current maintenance schedule (two copies).
- k. Maintenance and overhaul work cards.
- l. Aircraft and powerplant functional test procedures, if not conducted in work cards or in maintenance manual.
- m. Maintenance agreement, if aircraft is leased.
- n. A copy of radio license.
- o. A certificate of deregistration.

**NOTE:**

Documents listed above, under Items 3j, k and l, required only for first aircraft type imported for each purchaser.

Documents specified under Items 2 and 3 must be furnished with imported aircraft. They are intended for the purpose of both, D.G.C.A. and purchaser.

All documents specified under these requirements must be issued or approved by airworthiness authority of the manufacturer's country.

REPUBLIC OF ZAMBIA - SPECIAL REQUIREMENTS

[[Reprinted from AC 21-2F dated August 7, 1987]]

1. GENERAL.

a. Any aircraft to be eligible for the issue of a Certificate of Registration issued by the Government of the Republic of Zambia must qualify for certification in the United States of America in the standard or restricted category, and an Export Certificate of Airworthiness, FAA Form 8130-4, should have been issued in accordance with Part 21 of the United States Federal Aviation Regulations.

b. Class II and Class III products should be accompanied by documentation which confirms that the item is in accordance with the relevant section of Part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3, is acceptable.

c. If the aircraft is to be entered on the Zambia Register of Civil Aircraft prior to departure from the United States of America, the importer will make application to the Zambian Department of Civil Aviation for the necessary Certificate of Registration, Permit to Fly and Radio Station License, which must be carried during the delivery flight.

d. Inquiries should be addressed to the Director of Civil Aviation, P.O. Box RW 137, Ridgeway, Lusaka, Zambia, marked for the attention of the Chief Aircraft Inspector.

2. AIRCRAFT FIRST OF THE TYPE TO BE REGISTERED IN THE REPUBLIC OF ZAMBIA. The following documents and data are required:

a. Complete set of maintenance and overhaul manuals, and parts catalogs, for:

- (1) Airplane.
- (2) Engines(s).
- (3) Propeller(s).

(4) Any equipment not already installed in an aircraft on the Zambian Register of Civil Aircraft.

b. Full set of Service Bulletins, Letters, and Modification Leaflets issued by the manufacturers in respect of the airframe, engine(s), propeller(s), and installed equipment.

c. A copy of the Type Certificate, if not already held by the Department.

d. Three copies of the flight manual for the aircraft.

e. One copy of the production flight test report issued by the manufacturer.

3. EACH AIRCRAFT FOR WHICH A ZAMBIAN CERTIFICATE OF AIRWORTHINESS IS TO BE REQUESTED. The following documentation is required:

a. A statement, signed by an official representative of the manufacturers, showing that all mandatory modifications and special inspections have been complied with.

b. The Export Certificate of Airworthiness, FAA Form 8130-4.

c. Two copies of the Approved Flight Manual.

d. Two copies of the Weight and Balance report showing the weights and arms of the main components and a list of installed equipment.



REPUBLIC OF ZIMBABWE - SPECIAL REQUIREMENTS

[[Reprinted from AC 21-2F dated August 7, 1987]]

1. Aircraft and other Class I products are eligible for export to Zimbabwe when, in addition to the export airworthiness approval requirements in Part 21 of the United States Federal Aviation Regulations, they also comply with the requirements contained herein.

a. When the aircraft is exported (1) direct to Zimbabwe, or (2) to Zimbabwe after assembly in another state by the manufacturers agents or on behalf of the manufacturers representative in that state, the Director of Civil Aviation, P.O. Box 8013, Causeway, Salisbury, Zimbabwe, shall be furnished with the following:

(i) An Export Certificate of Airworthiness, FAA Form 8130-4.

(ii) Properly certified aircraft, engine, and propeller logbooks or equivalent historical records showing total time operated.

(iii) A certified statement that all FAA mandatory directives have been complied with.

(iv) A copy of the manufacturers production flight test report for the aircraft being exported and, in addition, where the aircraft was assembled per paragraph a(2) above, all documentation for the assembly and flight testing of the aircraft.

(v) One copy of the aircraft flight manual and a copy of the weight and balance report when such documents would be required for the issuance of an airworthiness certificate in the standard classification for an aircraft of United States registry.

b. If the aircraft is the first of a type to be exported to Zimbabwe, in addition to the requirements described in paragraph a, the following shall be furnished with the new model aircraft:

(1) One copy of the Type Flight Test Report. The flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained therein shall be corrected to standard atmospheric conditions.

(2) A spare parts catalog for the aircraft, aircraft engine(s), propeller(s), and any other major auxiliary equipment installed.

(3) Two copies of each operating, maintenance, overhaul, and repair manuals for the aircraft, aircraft engine, propeller, and equipment installed.

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(4) A general arrangement drawing of the aircraft.

c. Class II and Class III products, to be eligible for export to Zimbabwe, must be processed in accordance with the applicable provisions in Part 21 of the Federal Aviation Regulations.

## APPENDIX 3

FAA Aircraft Certification Offices Responsible for Civil  
Aviation Matters in Other Countries

<u>Country or Area</u>	<u>FAA Aircraft Certification Office Address</u>
a. Canada	Federal Aviation Administration Aircraft Certification Office, ANE-170 181 South Franklin Avenue, Room 202 Valley Stream, New York 11581-1123  Commercial: (516) 791-6680 FAX: (516) 791-9024
b. Caribbean Area, South America, Central America, (excluding Mexico)	Federal Aviation Administration Aircraft Certification Office, ACE-115A 1669 Phoenix Parkway, Suite 210C Atlanta, Georgia 30349-5463  Commercial: (404) 991-6121 FAX: (404) 991-3606
c. Mexico	Federal Aviation Administration Rotorcraft Directorate, ASW-100 4400 Blue Mound Road Fort Worth, Texas 76193-0100  Commercial: (817) 624-5100 FAX: (817) 624-5029
d. Area east of Bangladesh and India, including all free nations south and east of China	Federal Aviation Administration Aircraft Certification Office, ANM-100L 3229 East Spring Street Long Beach, California 90806-2425  Commercial: (213) 988-5200 FAX: (213) 988-5210
e. Europe, Africa, Middle East west of Burma, Iceland, Greenland, and Bermuda	Federal Aviation Administration Brussels Aircraft Certification Staff, AEU-100 PSC 82 Box 002 APO AE. New York 09724 -or- 15 Rue de la Loi, 1st Floor B-1040 Brussels, Belgium  Commercial: 9-011-32-2-513.38.30 FAX: 9-011-32-2-230.68.99

## Number of ICAO Member States: 168

\*Countries with which the United States has Bilateral Airworthiness Agreements.

Grenada  
Guatemala  
Guinea, Republic of  
Guinea-Bissau, Republic of  
Guyana  
  
Haiti, Republic of  
Honduras  
Hong Kong  
Hungary  
  
Iceland  
India  
\*Indonesia  
Iran, Islamic Republic of  
Iraq  
Ireland  
\*Israel  
\*Italy  
  
Jamaica  
\*Japan  
Jordan  
  
Kenya  
Kiribati, Republic of  
Korea, Democratic People's  
Republic of  
Korea, Republic of  
Kuwait, The State of  
  
Lao People's Democratic Republic  
Lebanon  
Lesotho  
Liberia  
Libyan Arab Republic, The  
Socialist People's  
Luxembourg  
  
Madagascar  
Malawi  
Malaysia  
Maldives, Republic of  
Mali, Republic of  
Malta  
Mauritius  
Mexico  
Micronesia, The Federated  
States of  
Monaco, Principality of  
Mongolian People's Republic  
Morocco  
Mozambique  
Myanmar (Burma)  
  
Nauru, Republic of  
Nepal  
\*Netherlands, The  
Netherlands Antilles  
\*New Zealand  
Nicaragua  
Niger  
Nigeria  
\*Norway  
  
Oman, Sultanate of

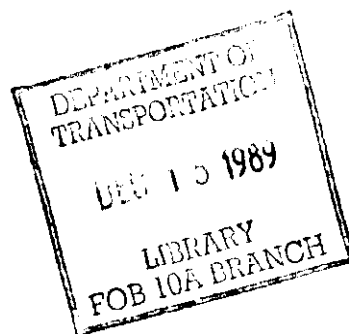
Pakistan  
 Panama, Republic of  
 Papua New Guinea  
 Paraguay  
 Peru  
 Philippines  
 \*Poland  
 Portugal  
  
 Qatar, State of  
  
 \*Romania  
 Rwanda, Republic of  
  
 Saint Kitts and Nevis  
 Saint Lucia  
 Saint Vincent and The Grenadines  
 Samoa, The Independent State of  
     Western  
 San Marino, Republic of  
 Sao Tome and Principe,  
     Democratic Republic of  
 Saudi Arabia  
 Senegal  
 Seychelles, Republic of  
 Sierra Leone, Republic of  
 \*Singapore  
 Solomon Islands  
 Somalia  
 \*South Africa, Republic of  
 \*Spain  
     Sri Lanka  
 Sudan, Republic of  
 Suriname  
 Swaziland  
 \*Sweden  
 \*Switzerland  
     Syrian Arab Republic  
  
 Tanzania, United Republic of  
 Thailand  
 Togo, Republic of  
 Tonga  
 Trinidad and Tobago  
 Tunisia  
 Turkey  
  
 Uganda  
 Union of Soviet Socialist  
     Republics  
 United Arab Emirates  
 \*United Kingdom  
     United States of America  
 Uruguay  
  
 Vanuatu  
 Venezuela  
 Vietnam, The Socialist Republic of  
  
 Yemen, Republic of  
 Yugoslavia  
  
 Zaire, Republic of  
 Zambia  
 Zimbabwe

ISBN 0-16-038012-X



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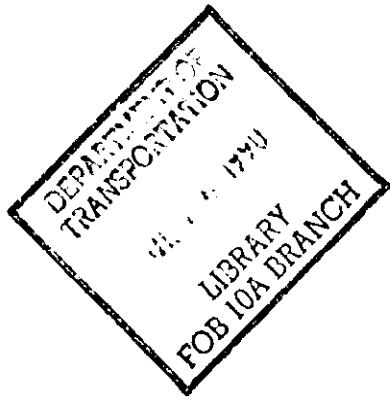
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DEPARTMENT OF  
TRANSPORTATION

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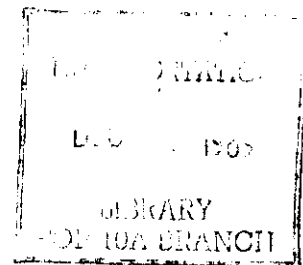


**AC 21-18**

**DATE 8/20/82**

# ADVISORY CIRCULAR

**BILATERAL AIRWORTHINESS AGREEMENTS**



**DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration  
Washington, D.C.**